

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

This formal response from Headington Lib Dem Councillors is set out as follows:

	Page number
Executive summary	2
Comments relating to individual area maps	3 - 15
Comments on consultation aims and general themes	16 - 23
Ideas for projects which merit further investigation	24 - 27
Appendix: additional comments raised by residents	i - xii

Please note there is an accompanying document with comments on the consultation carried out with residents

Headington Liberal Democrat councillors and local volunteers have leafleted every household within the Headington and Quarry division to raise awareness of the consultation, held street surgeries and attended meetings in Headley Way, Windmill Road, Osler Road and Old Road, and held public and Ward Focus meetings in Headley Way and New Headington. These were all very well attended. We have received and analysed hundreds of emails, phone calls, social media messages and reply slips on the consultation, and the results inform our response.

We intend to publish our comments on our website and in a Focus leaflet delivered to the whole area.

County Cllr Roz Smith	roz.smith@oxfordlibdems.org.uk	07584 257156
City Cllr Ruth Wilkinson	ruth.wilkinson@oxfordlibdems.org.uk	07789 368300
City Cllr Altaf-Khan	altaf.khan@oxfordlibdems.org.uk	07931 345554

7 August 2015

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

Executive summary

- The Access to Headington consultation was not fit for purpose. There was little context or factual data to inform the decision-making of residents, many of whom were not made aware of the proposals until late in the day. (see separate document on the consultation)
- We believe that these proposals do not achieve their objective to *support health and well-being, and reduce transport's environmental impact*.
- Transport congestion in Headington is most acute for approximately 4 hours a day, five days a week during term-times. These proposals will significantly affect Headington residents 24 hours a day, 7 days a week, all year round. Impact on residents is disproportionate.
- The proposals focus on incoming commuter traffic from outside Headington, but do not take local context and local traffic needs of the whole community sufficiently into account.
- We oppose the removal of an as yet unspecified number of trees and verges proposed by the County Council, (see general comments, section 3).
- We believe that better alternative proposals for road layout and cycle improvements can be made that are more environmental sustainable, and list some ideas proposed by local residents (see projects).
- We do not believe the current proposals for cycling improvements give sufficient priority for the safety of cyclists at junctions. We believe that, where possible, cycle routes should be segregated e.g. adjacent to Marston Road. If carriage width allows, we believe that mandatory cycle lanes should be accommodated, but not at the expense of the loss of trees (see general comments, section 6)
- We oppose the proposals to remove on-street parking for reasons stated (see general comments, section 4).
- We have concerns about the scheme's impact on access to parking and/or frontages for disabled residents on Cherwell Drive, Headley Way and Windmill Road where existing on-street parking including disabled spaces could be removed, and this raises equalities concerns. (see section 1, area 2)
- We believe that greater priority should be given to pedestrians in the next round of proposals. (general comments, section 5)
- We believe these proposals will have little or no impact on modal shift by those who work in Headington.

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

Section 1. Comments relating to individual area maps

Area 1: Cherwell Drive/Marsh Lane/Headley Way

Context

This area contains shops, a garage and the medical centre and there are five local schools so the area is busy with local traffic. Wider pavements are need for buggies and mobility scooters.

Traffic lights were taken out of this area in the early 70s to make way for the mini-roundabouts, and traffic was then much lighter than it is now.

There is a successful and well-used segregated cycle track from Cherwell School which ceases before it gets to Marston Road.

- We oppose the introduction of a short stretch of bus lane in Cherwell Drive as this would generate very little gain in terms of bus journey time at the expense of verges and mature trees which stabilise the ground and protect residents against pollution.
- More modelling is needed to see how multiple lanes would work in practice
- A swept path analysis of the parking area near Cherwell Drive shops and medical centre would be helpful to identify possible problems with turning manoeuvres
- We require more information on how air pollution in this area would be monitored
- We should like to see a feasibility study on extending the segregated cycle track to and from Cherwell School and Summertown as it is popular with cyclists
- We would encourage the County Council to consider an alternative proposal by Darrel Ross (see projects) as it would mitigate environmental harm in line with the aims of LTP4 and this project.
- Re the proposed removal of the double roundabouts, please can officers give further consideration to the area around the filling station, as most users access the ring road after filling up their vehicles
- We question whether the change of direction to access the shops might inadvertently create a rat run to avoid the lights?
- An additional pedestrian crossing is needed at the old Friar site
- The removal of the trees would increase pollution from noise and vehicle emissions. Please see general comments section.

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

Area 2: Headley Way / John Radcliffe Hospital access

Context

Many children pass through this area each day, cycling and walking, on their way to school. Parents currently walk their children to school alongside buggies. Cyclists use the paths rather than the roads to stay clear of moving traffic. Those on mobility scooters find the pavement from Coniston Rd right to Headley Way too narrow to feel safe. Thames Water has been called in about flooding incidents. There is congestion around dropping off and collection times near St Joseph's Primary School. Steps up the embankment have subsided and the upper footpath has not been maintained to an adequate standard. Headley Way is the main route to the JR Hospital, including the A&E department, and is used by emergency vehicles.

- We request that the JR junction is modelled, and that the South Central Ambulance Service is satisfied that traffic lights on this junction would not delay journey times of emergency vehicles to A&E.
- We request that officers investigate whether it is feasible to install sensors at the junction which could phase the lights proportionately to traffic volume at different times of the day
- We question whether it would be feasible to run traffic lights at certain times of the day on the existing roundabout.
- We agree with residents that there is a real risk that the removal of on-street parking will lead to increased speeding. (see general comments)
- We are concerned about access to the frontages of houses on the upper footpath of lower Headley Way. Some residents will not be able to manage the slope to their houses and any removal of disabled parking spaces or proximate parking by them or their carers raises equalities concerns
- We believe it is unimaginative to just make major roads wider and tack on cycle lanes and would like further work to be done to identify suitable locations for segregated cycle space e.g. via Eden Drive (see general comments and projects)
- We do not support the current proposals to remove on-street parking, verges and pavements because we believe that an alternative proposal would be more sustainable (see general comments and projects)

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

- We would encourage the County Council to consider drop off and collection points for children at St Joseph's with the option for children to be walked to the school from there (projects)
- We are concerned about the lack of opportunity for right turns from Jack Straws Lane up Headley Way towards Headington, this would inconvenience motorists and cyclists. We request that this is reconsidered. The knock-on risk of turning vehicles in the approach road to the hospital as a result must be assessed.

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

Area 3: Headley Way/London Road

Context

Residents have spoken of their pride in the area since the planting of trees changed it from being an 'estate-looking' area to a desirable area. Many children pass through this area each day, cycling and walking, on their way to school. A number of residents use mobility scooters. There have been frequent reports of jaywalking by Headington School students who are dropped by car on double yellows at the top of Headley Way, and PCSOs have given support. Rye St Antony coaches are a source of annoyance to local residents as they use residential roads, and Headington School coaches set down on double yellow lines near the junction in Headley Way. Rye St Antony parents sometimes block driveways in Franklin Road and Fortnam Close when dropping off and collecting children.

- We support advanced cycle stop lines and boxes in principle
- We do have concerns about how some cyclists will transition to the right hand side of the highway prior to turning right when approaching junctions and advanced stop boxes
- It may be possible to put in path-based cycle lanes without widening the roads and sparing some trees and verges (see projects)
- We support the addition of a yellow box junction at the Headley Way/London Road junction as this should minimise delays to east-bound buses
- We note the changes to the crossing at these lights. We and Thames Valley Police have had frequent reports of jaywalking near the top of Headley Way opposite Headington School, and this will become even more dangerous if traffic speeds increase as a result of the proposals. Could consideration be given to a pedestrian crossing linked in with the lights after consultation with the Bursar at Headington School?
- Raised entry treatment is not necessary in Brookside as it encourages pavement cycling along the stretch between Dorset House, Headington School and Oxford Brookes University. Vehicles are already slowed as the junction has traffic lights, so this would not be cost-beneficial.

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

- We do not support the current proposals to remove trees and verges in Headley Way because we would like officers to investigate an alternative option which would cause less environmental harm (see general comments and projects)

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

Area 4: Headington Centre / Windmill Road

Context

(a) Osler Road

Part of Osler Road falls within the Old Headington Conservation Area. Osler Road has many young families and retired people. The Barton Park development may lead to more pedestrians and cyclists using Osler Road.

Despite its residential nature, bus companies have run bus routes along it to the bus gate at the JR. Damage was done to verges until bollards were successfully put in. The carriageway has recently been resurfaced and parking has been relocated.

Congestion is caused by a traffic bottleneck at the junction of Osler Road and London Road.

- We support the retention of on-street parking in Osler Road as this helps to calm traffic speeds in a residential road
- We oppose the removal of verges in Osler Road because the changes would bring no advantages and many disadvantages to residents, and would not be cost-effective because delays to buses are caused by the junction, not by the road itself.
- We note that the removal of verges runs counter to the Old Headington Conservation Area Appraisal which forms part of the local planning documentation.
- We do not think enough priority has been given to pedestrians. We request that the installation of a pedestrian crossing near the top (London Road) end of Osler Road should be investigated.
- We oppose any narrowing of pavements in Osler Road as it is used frequently by families accessing the nursery and those with mobility problems, and wheelchair users
- In the event that officers wish to pursue proposals for Osler Road, we request that Thames Water are approached to give a view on how much extra flooding will be caused in Old Headington by surface water run off when verges are removed.
- In the event that officers wish to pursue proposals for Osler Road, we request that the County Council seeks advice from a structural engineer about the possible harm caused to properties by closer proximity to buses (see general comments)
- We oppose the widening of the carriageway ; we have concerns that drivers may use Osler Road as a rat run to avoid bottlenecks in Old Headington, and we have safety concerns

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

about potential near misses or accidents at the sharp bend in the road near The Croft. We are also worried about pedestrian and cyclist safety at that point.

(b) Central crossroads and London Road

Context

There has been a history of flooding each side of the crossing, outside Caffè Nero and Barclays Bank, and pedestrians and cyclists have been drenched with surface rainwater at the crossing point. Traffic light and pedestrian crossing phasing has been a subject of controversy as right-turning vehicles can get stuck in the middle of the junction, having passed the stop line and become stranded as the pedestrian signals come on. The street scene near the central junction outside Barclays Bank has a lot of pavement clutter including advertising boards, equipment boxes and a phone. This space also houses a Christmas tree and the fruit and veg van each Saturday on adjoining private pavement. Cycling on pavements is a much reported problem in the central shopping area. Junctions of London Road with residential roads can be dangerous for cyclists as this is where vehicle traffic and cyclists can come into close proximity.

- We request that County officers investigate the feasibility of introducing an advanced stop line/box for Oxford-bound cyclists at the central crossroads
- We request that the proposed additional cycle feeder lane near Barclays Bank is checked out by the County Drainage team to ensure it is no longer in danger of flooding
- We believe that greater priority should be given to pedestrians at crossings throughout the Headington District Centre. We request the installation of countdown lights at pedestrian crossings in London Road so people can judge whether they have enough time to cross before the signals change
- We are prepared to support the introduction of the proposed diagonal crossing; however we should like to see this properly modelled to reassure ourselves that traffic would not get stuck in the middle of the junction as people start to cross. If there is any prospect that this might happen, we would not support this change as it would bring no tangible benefit to what is already in place.

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

- We request that a feasibility study is carried out to establish whether there would be enough room for the cycle feeder lane, bearing in mind the cluttered street furniture on the corner by Barclay's bank. We would support it if there is enough space for it.
- We ask officers if the next version of the consultation could include a re-modelling of the Osler Road/London Road junction and Lime Walk/London Road junctions to improve safety and to help cyclists commuting from the JR to the Old Road Campus and Churchill sites.
(see general comments)

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

Context

The current bus stop is on a narrow strip of pavement. When people queue, there is no room on the pavement for pedestrians, families or wheelchair users to get by. The issue is compounded by prickly bushes on adjoining private land which are often reported because they obstruct the highway.

- We suggest that officers consult shops and businesses further up Windmill Road near the proposed location of the bus stop to resolve concerns about insufficient queuing space
- We ask that modelling is done to ensure that when a bus has pulled in at the proposed relocated half bay, there will be no build-up of traffic exiting the central crossroads. That modelling should also cover occasions when a short stay vehicle is obstructing the bus bay, which often happens.
- We believe it would be useful to consult Windmill Road bus stop users to see whether they would be prepared to use the other stop instead

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

Area 5: Windmill Road / Old Road

Context

Windmill Road used to have beautiful trees and verges. The verges have now been removed to such an extent that some of the pavements are not wide enough for young families and folk with mobility scooters. Some of the front walls have been removed and gardens have been lost to make room for off-street parking which sometimes overhangs and obstructs the pavement. Residents have requested wider pavements in some areas of Windmill Road which is a major school route. School-children and their families often walk in groups along Bateman Street and Windmill Road to primary schools at Windmill and St Andrew's. Complaints are made regularly about parking on pavements near the shops. There are occasional disputes over parking spaces in side roads e.g. Langley Close.

(a) Windmill Road and neighbouring side roads

- We cannot support the proposal to remove off-street parking because we have no information on what alternative parking will be offered to Windmill Road residents (see general comments)
- We would support the addition of yellow box junctions at side roads adjoining Windmill Road, rather than raised entry treatments, e.g. for Mattock Close, St Leonard's Road and Langley Close
- If traffic calming is introduced, and this must surely be inevitable if on-street parking is removed, advice should be sought from South Central Ambulance Service
- We recommend that advice is sought from a structural engineer about the possible harm caused to properties by proximity to heavy vehicles travelling at speed if on-street parking is removed.
- We would recommend that a pedestrian crossing is built in Windmill Road between Langley Close and Bateman St to help school pedestrian traffic to Windmill School and to St Andrew's School (rear entrance accessible from St Leonard's Road)

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

(b) Old Road

Context

The character of Old Road is of an approach to Rock Edge SSSI and Shotover Nature Reserve. It is characterised by grass verges and mature trees. The junction with Windmill Road is a busy one: a lot of Headington-bound traffic heads either for Headley Way or to the Churchill Hospital and Old Road campus. A number of cyclists use Old Road.

- Please see general comments section on removal of verges
- We support advanced cycle stop lines and boxes
- We are informed that a verbal agreement was once given for a stretch of land on the Nuffield Orthopaedic site to be used as segregated cycle track, and would like officers to investigate this further

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

Area 6: Old Road / Girdlestone Road / Roosevelt Drive

Context

Old Road is heavily congested at peak times, making egress from off-street parking very difficult, especially if drivers are trying to reverse out across pavement and cycle lane into busy traffic. There is an existing permission for an entrance to a temporary nursery opposite the entrance to Stapleton Road which will involve more right turns and vehicle movements. Old Road is used as a school route, leading to Cheney School, so wider pavements are needed to accommodate groups of young people.

(a) Cost of proposed works

- To effect the changes in Old Road, either the road would have to be raised or the pavement would have to be lowered. The markings on the pavements show the infrastructure below. We've been told the pavement will be lowered, so the utilities may need to be lowered too. We agree with residents that the infrastructure costs of work proposed for Old Road would be high, but the benefit would be low

(b) Cycling

- We believe that greater priority should be given to cycle movements between the Old Road employment sites and the John Radcliffe, as increasingly more staff are working cross-site between the JR and the Old Road/Churchill Campuses
- We would encourage officers to continue dialogue with the University of Oxford to give land swap or access to an internal cycle path on their land in Old Road for public use to mitigate harm caused by extra traffic movements to jobs.

(c) Pedestrian footpath

- There is an existing footpath on ground owned by Oxford City Council already accessed as a desire route by pedestrians from the bus stops at Finch Close, provided that a very short bridge is erected over Boundary Brook. (see projects below). This could usefully become a Public Right of Way.

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

(d) Changes to Churchill Drive and parking

- We are not convinced that these proposals will be workable as a new site for parking would need to be identified for patients of Boundary Brook House. There may be other options to enable access for community nurses' cars without putting patient safety at risk.
- We believe that the County Council should work together with the Oxford Universities' Hospitals Trust to agree on workable entrances, exits and traffic flows through the Churchill site.
- We have concerns that illegal parking on verges off Roosevelt Drive cannot be enforced because land there is reported to be unadopted, and we would urge the County Council to adopt it if this is the case

(e) Bus lanes outside the Warneford Hospital

- We question whether there is enough space outside Warneford Hospital for two bus lanes practically opposite each other as congestion is heavy at peak times
- We assume that the planning officers have taken into account issues arising from the Oxford Health masterplan which is in process and nearing completion. It may be that proposals affecting this site may need to be deferred.
- We believe that the County Council should work together with Oxford Health to agree on workable entrances, exits and traffic flows to and from their property.

(f) Safety issues

- We oppose the proposals for cycling improvements in Old Road as we think there are safer and more cost-effective alternatives which are more environmentally sustainable (see projects)

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

Area 7: The Slade / Horspath Driftway

Context

A relatively high proportion of traffic heads into Headington from the Cowley area and The Slade gets very congested at peak times.

- See general comments section re removal of on-street parking
- We note that residents who are cyclists find access to Homebase via The Slade difficult
- We believe that the suggestion of properly signed and lined quiet cycle routes along Bulan Road and Girdlestone Road merit further investigation
- We do not wish to make further comments at this stage as this is an area which is better known to and represented by other councillor colleagues

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

Section 2. Councillors' comments on consultation aims and general themes

1 *General*

- A radical review is needed to address transport congestion in Headington. We accept that there is insufficient funding for this currently but would urge the County Council to continue to investigate other sources of funding for this purpose
- We have been unable to support a number of proposals in this scheme because we have insufficient detail on which to base our decision, for example number of trees which may be lost

2 *Environmental impact on health and well-being*

We note that relevant aims and objectives include the following:

- Access to Headington aims to *improve access to Headington's major employment sites particularly by public transport, walking and cycling so that planned housing and jobs growth does not lead to a worsening of travel and environmental conditions.*
- The scheme's fourth objective is to *support health and well-being, and reduce transport's environmental impact.*
- LTP4 Policy 24 states that: *Oxfordshire County Council will seek to avoid negative environmental impacts of transport and where possible provide environmental improvements*
- We do not believe that the current proposals satisfy the above aims, and in some cases achieve the opposite. The removal of green space has all sorts of negative knock-on effects on water levels, drainage, ecology, absorption of pollutants and noise, and stabilising of the soil.

3 *Removal of verges and trees*

- The removal of green space – trees and verges – has a detrimental impact on character and visual amenity, drainage, absorption of pollution and traffic noise, and the mental well-being of residents. Officers have been unable to tell residents where re-planting or other mitigation will take place, or how many trees will be lost.

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

- The removal of trees and verges conflicts with the Headington Neighbourhood Plan which has already gone out for much wider consultation across the area. Overwhelming support was given by residents for the following policies which are still in final draft, please refer also to the response from the Chair of the Headington Neighbourhood Forum Mike Ratcliffe:

GSP5: Protection of Green Setting

The protection of the external green setting of Headington will be taken fully into account when considering any proposals for development either within or outside Headington. The development of green space which has a significant visual amenity value will be discouraged. The visual impact of proposed developments on green spaces will be taken into consideration at the planning stage.

GSP1: Retaining Public Access Green Space

All current publicly accessible green space in the Headington Neighbourhood Plan area will be retained as publicly accessible green space. There will be a strong presumption against the development of and building on publicly accessible green space.

- A substantial amount of money must be set aside for hedges/greening/re-planting in mitigation for any verges and trees lost consequent to the scheme. Verges soak up pollution and loss must be mitigated. Some residents have requested that replacements of 'at risk' trees can be offered to residents for re-planting in their front gardens at the County Council's expense.
- The proximity of heavy vehicles and increased volume of traffic nearer the frontages of houses once verges are removed may cause additional noise and vibration. We recommend that a risk assessment is carried out by a structural engineer to ensure no harm would be done to foundations.
- We cannot support the removal of an as yet unspecified amount of green space and trees and verges because we believe that this goes against the aims of the scheme, is deeply unpopular with residents and visitors, and much of this loss could be avoided with more imaginative proposals
- We should like an assurance from Oxon CC that future iterations of the scheme will be tempered by a much higher emphasis on retaining mature trees and green space. Re-planting is no substitute for mature tree canopy in terms of visual amenity, and tree roots are important because they stabilise the soil.

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

4 *Removal of on-street parking in residential streets*

- Traffic flow as evidenced is only problematic at certain times of the day during weekdays, and particularly in school term-time. It seems therefore disproportionate to remove residents' on-street resident parking privileges completely 24/7.
- Loss of on-street parking has a significant impact on residents' lives. Many of the houses along the A4495 are 3-4 bed houses suitable for families, who are likely to sell up and move if they lose vital adjacent parking. The effect on social cohesion in communities will be substantial as main roads become characterless routes lined with HMOs.
- Side roads off Headley Way and Windmill Road are frequently full, and extra pressure on spaces may lead to more neighbour disputes (already on the rise).
- We firmly believe that the County Council must identify more car parking spaces for affected roads before the next iteration of the consultation and provide this additional parking before the existing spaces are removed, unless reasonable alternative parking space is identified. We cannot support the current proposals on removal of on-street parking as they stand.
- We require information on how many permits have been issued to owners in roads which may have on-street access removed, and the number of on-street spaces at risk from these proposals, so that the total amount of alternative parking required can be identified

4.1 *Traffic speed*

- We believe there is a real risk that the removal of on-street parking will lead to increased speeding. On-street parking slows down traffic and there are already problems with speeding vehicles in the Slade, Headley Way and Windmill Road at off-peak times. Thames Valley Police has held repeated speeding operations in the latter two areas.
- There is research evidence to show that motorists are psychologically more likely to speed if trees and verges are removed from roads as they assume that the road is no longer part of a residential area

4.2 *Likely conversion of gardens to off-street parking on the B4495*

- We believe that owners of properties from which on-street parking is removed are likely to turn their gardens into off-road parking. This is problematic because of increased risks to pedestrians (and drivers) as they try to reverse out into busy traffic across a pedestrian

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

footway and cycle path with unclear lines of sight. Subsequent loss of walls and fences impact negatively on the character of the area and there is likely to be a decrease in porous drainage

- We request that risk assessments are needed to ensure that if residents choose to park off-road in what was previously garden space, there is no increased likelihood of accidents to pedestrians and cyclists on egress from the property
- Bin storage is likely to be a real issue if front gardens are used for parking

5 Insufficient help for pedestrians

5.1 Raised entry treatments

We strongly oppose raised entry treatments to side roads on the following grounds:

- There are near misses as priority is unclear and drivers often have obstructed lines of sight as they try to pull out into major roads
- These are frequently poorly installed by contractors and require remedial drainage work because of puddles either side after rain
- They are sometimes used by cyclists to access pavements on which pedestrians should have sole access
- In our experience, existing treatments have given poor value for taxpayers' money in the past

5.2 Need for greater priority for active transport

There does not appear to have been any research into the demographic data of residents in each area. We believe that insufficient attention has been given to school routes and the location of sick, disabled and elderly residents, where there is a key need for wider pavements because of the special needs of those user groups.

5.3 Support for schools

We would support additional pedestrian crossings on school routes, especially where there are proposals to remove parking as the latter will increase risk of speeding

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

6 *Helping cyclists*

We note that a few positive comments have been received by us relating to the proposals, and these have all been from residents who cycle frequently through Headington and welcome most if not all of the proposed cycling improvements.

6.1 *The environment*

- A cyclist at the hugely well-attended Headley Way public meeting got a huge round of applause when he said that if all this was being done for extra cycle lanes, he doesn't want them, the cost is too high
- We wish to discourage any thinking in the community that "*cycling is being used to green-wash the removal of trees*"; we are keen to ensure that cycling improvements are not seen as the catalyst for removal of green space.

6.2 *Cycle lanes and routes*

- If carriage width allows, we believe that mandatory cycle lanes should be accommodated, but not at the expense of the loss of trees
- We believe that the approach taken to add cycle lanes to already busy and congested roads is not an imaginative solution and will not encourage the modal shift that is required.
- We believe that, where possible, cycle routes should be segregated e.g. adjacent to Marston Road
- We do not think advisory cycle lanes are wide enough to be fit for purpose but we acknowledge that some roads aren't wide enough to support mandatory lanes. We believe that some people choose not to cycle in advisory lanes because they do not feel safe - passing traffic can stray in and out of these lanes on narrow roads
- We support the idea of continuous cycle lanes where circumstances allow but note that under current proposals, bus stops would block cycle lanes.
- We would support the provision of alternative cycle routes away from the A4495 and Old Road which would access employment destinations more safely (see projects)
- We note that residents have requested cycling improvements out of the area on Headington Hill and in Morrell Avenue from outside the project's area.

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

- We believe that money could arguably be better spent on the introduction of more cycle hubs or the construction of a bridge for cyclists and pedestrians from Risinghurst to Quarry (see projects)

6.3 *Junctions and other safety-related issues*

- We strongly believe that junctions should be given the same priority as main road cycle routes; cyclists come into contact more frequently with vehicles at these points and the risk of accidents to cyclists is higher there. We would like the next consultation to include remodelling of London Road junctions at Lime Walk and Osler Road.
- We support advanced green lights for cyclists
- We would support funding for an awareness programme to alert drivers to regulations relating to mandatory and advisory cycle lanes
- We believe that there should be better maintenance and enforcement in cycle lanes and that this needs to be funded from within the project budget or elsewhere. Vehicles parked in mandatory cycle lanes and defects at the edges of carriageway cause increased risk of cycle accidents.

6.4 *Signage for cyclists*

- Cycle signs should be at the right height for cyclists e.g. the Chester city style which are less intrusive than the current large blue and white signs.
- We recommend that the County Council investigates the painting or other identification of cycle lanes to make the latter more visible to other road users

7 *Air pollution in Headington*

We believe that a higher priority should be given to air pollution in Headington, and would like to see carbon reduction and air pollution targets included in the next iteration

8 *Parking issues near major employment sites*

- We call for a review of the Headington West Resident Parking Zone which covers areas around local major employment sites, including Highfield, Valentia Road and Franklin Road

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

to ensure that an appropriate proportion of parking spaces are allocated for use by resident permit-holders. This can be rolled in with TROs relating to this project

- In relation to the roads where proposals have been made to remove on-street parking, more work is required to find out the total amount of residents' parking permits are issued there and exactly how many spaces will be lost so that residents have evidence to consider when responding to the consultation
- Risk assessment must be carried out to establish the risk of accidents when drivers reverse out across pavement, cycle lane and into the busy traffic from off-street parking put in by owners of properties who have converted their gardens

9 *Buses*

While we realise that the County Council has restricted power over bus companies, we would encourage officers to discuss the following issues with them:

- extending bus route 8 from Barton to Oxford Railway station which would help JR commuters
- increasing the frequency and regularity of service 4 between the Churchill Hospital and the Railway Station (which is poor at present and puts off commuters from using it)
- Consider running shuttle buses both directions around the ring road
- Work with major employment providers in Headington to run shared works buses from residential centres outside Oxford, e.g. Bicester, Kidlington, Witney etc.
- Examine why so many buses run at no or very low capacity along a residential street to the JR (Osler Road), and ask for this service to be reviewed

10 *Enforcement of parking and speed*

- We request that the County Council investigates whether Massey Close and Roosevelt Drive should be adopted (if this is not so already) so that traffic and parking regulations can be enforced
- We request that the County Council considers allocating more funding to carry out regular parking enforcement at the Osler Road junction with London Road, and on double yellow lines in Old High Street opposite and adjacent to Waitrose and Jacobs and Field which

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

impede traffic flow through the centre of Headington, although we recognise this falls outside the remit of this consultation

- We request that the County Council considers introducing 20 MPH speed limit across Headington outwith this project

11 Further requests relating to the Access to Headington project

- We request that any tree trunks, bollards or signage removed as part of development should be retained for use elsewhere within the Headington area in conjunction with City Parks and the County Council
- We request that the tender for construction and other works related to this project is ring-fenced to local contractors wherever possible
- We request that the construction or identification of alternative parking is planned for completion ahead of the removal of on-street parking in the project plan, if applicable
- We believe that signage relating to cycling improvements must be adequate and repeated, and sufficient money for this should be established within the project's budget from the outset

Section 4: Ideas for projects which merit further investigation

Some alternative proposals have been made in discussion with residents during the proposal which we think would be well worth investigating as they support the aims of the project but may also be more sustainable, making less demands on the environment and infrastructure of the area.

Alternative traffic measures in Cherwell Drive and Headley Way (area maps 1, 2)

A local resident who is an urban planner has devised a scheme from Cherwell Drive/Headley Way which includes cycling improvements, improved access to off-street parking for homes on the embankment and allowance for emergency vehicles without as much loss of trees and verges as the current scheme. He has submitted his plans separately.

We recommend that County officer give Darrel Ross's alternative proposal further consideration, as a large number of residents in that area have expressed support at a very well-attended meeting in Headley Way.

Segregated cycle routes away from main roads (area maps 2, 6)

We broadly support the creation of safe segregated cycle routes as many cyclists prefer to use safer residential streets and cycle tracks to using the busy and sometimes narrow main roads

1. Headley Way to the JR (area maps 1 and 2)

A suggestion has been made to create a quiet cycle route from Copse Lane to the JR via Eden Drive. We believe this merits further consideration. Signage and lining may be needed.

2. Old Road alternative cycle route (area 6)

- The University of Oxford is already working on the creation of an internal cycling route across the Old Road Campus site. Councillors have discussed with representatives the benefits this might bring if the University were to allow public access onto this internal route parallel to Old Road where the road is narrow.
- The University is planning to build at some point in the (unspecified) future near the proposed internal route, but in principle the route could be initiated at any agreed time. (although it might need to be temporarily closed off for building work when appropriate)

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

Old Road alternative pedestrian route (area 6)

Alongside the University's ground, there is a patch of woodland space which belongs to the City Council. Bus users and pedestrians use this footpath which runs inside the Old Road hedge from the bus stop opposite Finch Close and joins up with the Old Road Campus. There is a small stretch (a few metres) where a small crossing point over Boundary Brook would be needed, and the hedge would need to be moved back. However this would bring great benefits:

- It is a route to Cheney, Brookes and the major employment sites
- It links to Little Oxford (Demesne Furze)
- It would take cyclists off Old Road at its narrowest points
- Although work has not been costed, this should be set against the cost of works to pavements and utilities and verges.

We recommend that a feasibility study is made. Whether this project could be carried out in the timescales, given the need for further discussion with two stakeholders, we do not know but we would strongly support further investigation either for this project or as a CIL project. If this footpath were to become a public right of way, the pavement might be used as a segregated cycle lane at Old Road's narrowest point on the bend in the road

Motivating modal shift: bridge for cyclists needed over the Eastern Bypass

- Cyclists say that using the underpass from Thornhill Park and Ride is unpleasant, especially at night. Better to create a pedestrian and cyclist footbridge over the Eastern bypass
- A bridge from Risinghurst to Quarry would enable residents to cycle from Barton, Barton Park and Thornhill Park and Ride to the major employment sites

Motivating modal shift: extension of Oxonbikes hubs to Cowley and elsewhere in the City

- The Oxonbikes scheme is popular and it is well used by commuters at Headington's employment sites
- Funding should be allocated to the establishment of more hubs across the City. There is currently a lot of commuter traffic between Cowley and Headington, for example. More hubs within a 5-10 mile radius of Headington would encourage modal shift, and help Headington residents who travel to work elsewhere in Oxford.

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

Arrangements for school parking (area maps 2, 3)

- Residents have expressed frustration regarding the drop off and collection of children near local schools and the related transport congestion this causes. One resident has mentioned a Jericho School where there is a fixed dropping off point, and children are walked from the drop off point to the school.
- We request that further consideration might be given to standardise drop off points in the Headington area, and for schools to arrange for staff or helpers to accompany children into school. Although this may require lengthy consultation with schools, we believe that potential drop off and collection points should be identified as part of this and subsequent schemes.

JR access and parking (area map 2)

- Many residents say that there is insufficient parking available at the John Radcliffe Hospital, and that access to the JR is the major reason for congestion in Headley Way. Good access by car to hospitals is considered to be essential.
- Staff who work at the hospital and who attended our meetings have told us that Thornhill Park and Ride provision is too expensive, and that Park and Ride buses are extremely slow, making a number of lengthy stops.
- There is some support from residents for opening up other entrances to hospital sites – for example to explore the option of a link from the eastern bypass via Dunstan Road Park and Saxon Way with appropriate mitigation/replacement of green space as necessary
- Many residents have stated that they would like to see the creation of a separate Park and Ride on the ring road with a shuttle bus service or good cycle/pedestrian route to the JR hospital. They believe that planning permission should be granted by the City Council for this.
- Calls have also been made for Park and Ride charges from Thornhill to be subsidised or dropped and for feeder buses to Old Road/Brookes to be made free of charge to keep cars out of Headington, but we recognise this cannot be funded by this project.

Response to Access to Headington proposals by Cllrs Roz Smith, Altaf Khan and Ruth Wilkinson

Congestion charge for Headington at peak times

- There is a need to reduce the volume of vehicles at certain times of the day. The possibility of introducing a timed congestion charge should be investigated. This may be a stronger motivator of modal shift travel than what is currently proposed.