

CABINET MEMBER FOR ENVIRONMENT - 27 FEBRUARY 2014

HEADINGTON: LONDON ROAD SHARED USE FACILITY GLADSTONE ROAD TO WHARTON ROAD

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

Introduction

1. This report details the results of a public consultation on the proposal to convert the length of footway on London Road, between Gladstone Road and Wharton Road, to a segregated shared use facility for use by both pedestrians and cyclists. Some minor amendments have been made to the proposals in line with comments received and the report recommends that approval be granted to proceed to implementation. A reduced scale plan showing the proposed location and layout of the proposed measure is attached at Annex 1.

Background

2. The Oxonbikes cycle hire project, a key component of the Local Sustainable Transport Fund programme, has been extremely successful with over 500 members at the time of writing. Following the original operator going into liquidation in 2013, a new operator has come forward, and it is anticipated that the scheme will be re-launched in April 2014. This project seeks to utilise LSTF funding restricted toward the provision of infrastructure improvements to support the cycle hire project.
3. A cyclability audit took place in May 2013 with local users to identify priorities for cycle infrastructure improvements. Representatives from Cyclox, Headington Action and Friends of the Quarry participated in the audit, which recommended the choice of route between Green Road and Warneford Lane. Feasibility work was subsequently undertaken and a range of measures drawn up.
4. One of the main objectives of the project is to improve cycling facilities on Green Road between Gladstone Road and the vicinity of Headington shops and to achieve this a scheme to introduce a segregated shared use facility on the London Road between Gladstone Road and Wharton Road was developed. It is the consultation on this particular aspect of the project that forms the basis of this report.
5. To support the above scheme a further range of measures such as upgrading the existing traffic signal system at the junction of the A4142 Eastern Bypass and Kiln Lane to cater for safe crossing by cyclists and improvements to

signing and road markings to highlight a safe route from cyclists from the junction above to the Old Headington Campus are also proposed.

6. The proposed facility will contribute to :
- increasing the numbers of people using the Oxonbikes scheme and therefore travelling sustainably between and within the Thornhill and Headington localities with consequent benefits in terms of personal health;
 - provision of a comprehensive cycle network in the area to enable access to employment, homes and services; and
 - reducing congestion and carbon levels.

Consultation

7. Public consultation on the proposed footway conversion was undertaken between 25 November and 23 December 2013.
8. Consultation was carried out with emergency services, local County Councillors, Oxford City Council and road user groups. Residents within the length of the scheme area were also consulted as was the Local Mobility Issues Group. Copies of the public notice were posted on street furniture in the vicinity of the proposed scheme.
9. Fifteen letters of representation have been received during the consultation process with four in favour, six with general comments on the scheme and five objections.
10. The responses commenting on the scheme were asking for more details which were supplied.
11. The objections received were based on;
- i) The scope of the scheme not extending to Stile Road.
 - ii) Opposition to shared use.
 - iii) How the scheme finishes at Wharton Road.
 - iv) The scheme would be dangerous unless the facility is segregated.
12. Thames Valley Police do not object to the scheme but did offer some comments on the use of signs and lines. The local members have not objected to the proposals.
13. Of the responses received in favour, two were from local residents that would use the route to cycle with the other two members of local groups that had input into the design.

Officer Comment on Consultation Responses

14. This scheme is aimed to link up with another cycling facility on the London Road which will provide a cycle route from Green Road roundabout to

Gladstone Road. Most of the responses expressed a wish for a segregated shared use facility along this section which is what is being proposed.

15. During the consultation a site meeting was arranged with the Local Councillor, local residents and cycle groups to go over the scheme details. Following this meeting some minor changes were made to the design and more input will be sought during the detailed design.
16. A summary of responses received along with officer comments is included at Annex 2 to this report. Copies of the consultation responses are available for inspection in the Members' Resource Centre.

How the Project Supports LTP3 Objectives

17. The project meets Local Transport Plan 3 objectives, especially:
 - a. Improving accessibility to work, education and services
 - b. Securing infrastructure and services to support development
 - c. Developing and increasing cycling and walking for local journeys, recreation and health.

Equality and Inclusion

18. The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation, age or disability.

Financial and Staff Implications (including Revenue)

19. Staff resources from the Highways and Transport Service will be required to deliver the project.
20. Funding for the scheme is allocated LSTF revenue grant funding in financial year 2013/14.

RECOMMENDATION

21. **The Cabinet Member for Environment is RECOMMENDED to approve the conversion of the length of footway on London Road, between Gladstone Road and Wharton Road to segregated shared use facility as shown in Annex 1 to this report and to progress to its delivery in 2013/14.**

MARK KEMP

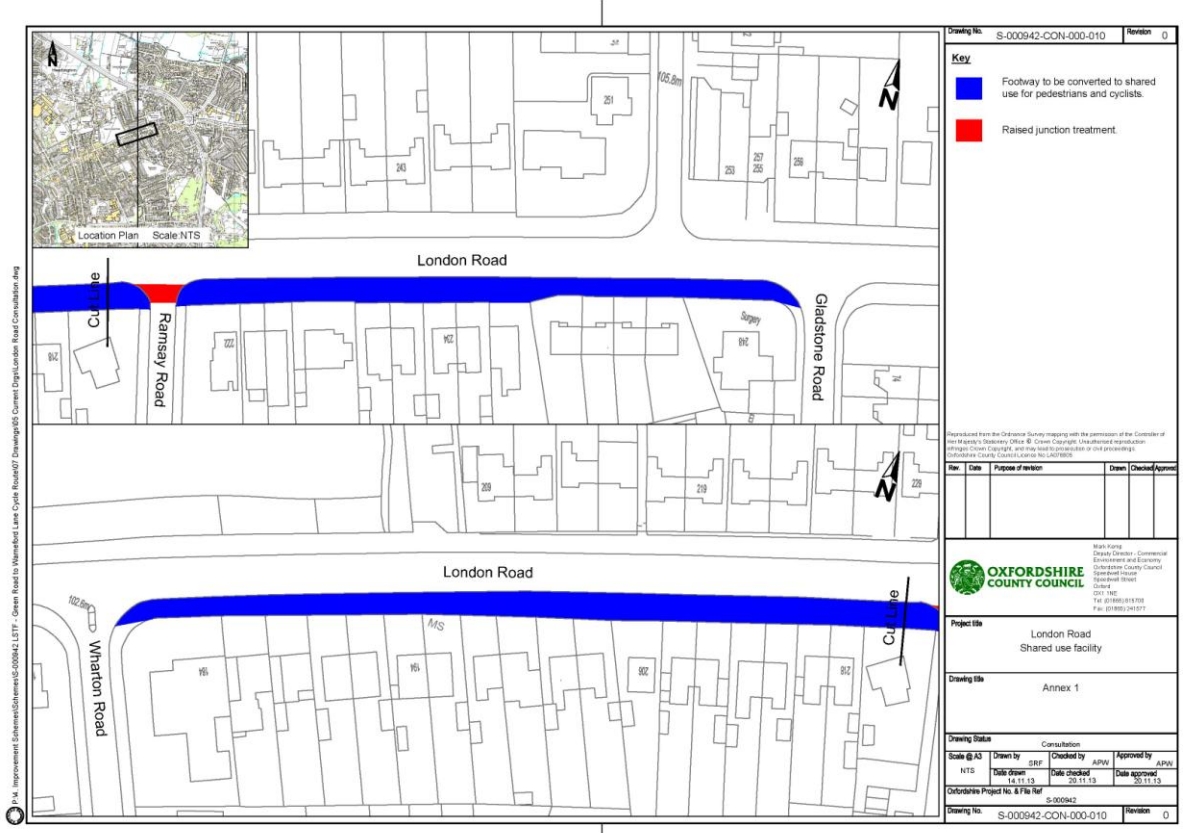
Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation Documentation




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January 2014

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I:\4 - Improvement Schemes\Scheme\000942_LITF - Green Road to Wharton Lane - Cycle Route\07 Drawings\05 Current Dept\London Road Construction.dwg

Drawing No. S-000942-CON-000-010		Revision	0
Key			
 Footway to be converted to shared use for pedestrians and cyclists.			
 Raised junction treatment.			
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Rev	Date	Purpose of revision	Drawn Checked Approved
 Main Name: Deputy Director - Commercial Development and Economy Oxfordshire County Council County Hall Oxford, OX1 1BE Tel: 01895 213 200 Fax: 01895 242177			
Project title			
London Road Shared use facility			
Drawing title			
Annex 1			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
NTS	SRF	APW	APW
Table drawn	Date checked	Date approved	
14.11.13	20.11.13	20.11.13	
Oxfordshire Project No. & File Ref			
S-000942			
Drawing No. S-000942-CON-000-010		Revision	0

Summary of comments received during Consultation

Respondent	Support proposal	Comments	Officer Comments
Cycle Liaison rep for Oxonian CC/CTC Councillor	N	Objects to the end of the facilities at Wharton Road.	By ending the facility at this junction it gives cyclists the opportunity to re-join the carriageway at a point where there is an advisory cycle lane marking.
Local resident	Y	Very much in favour of the proposed cycle facilities.	Noted
Resident of Windmill Road	N	Believes the scheme will be dangerous unless it is done with a separate division between cyclists and pedestrians.	Most of the route will be segregated with some small stretches un-segregated due to narrower footway widths.
Local resident	Y	In favour of the scheme and uses this route currently. Would like uneven pavement rectified if the scheme goes ahead	This scheme will address the issues of root damage to the footway.
Local resident and member of the Headington Cycle Group	Y	Would greatly welcome the scheme in principle. Would like the scheme to be segregated shared use.	Most of the route will be segregated with some small stretches un-segregated due to narrower footway widths.
Local resident and the Vice-Chair of Headington Action	Y	In general support of the scheme. Would like street furniture moved at certain points.	Where there is street furniture that can be moved to prevent less of a hazard to users this will be done.
Local resident	N	Believes a 20mph speed limit should be enforced instead or a route through residential roads.	Outside the scope of the scheme.
Local resident	N	Opposed to the shared use arrangement.	This will be a mostly segregated facility minimising contact between cyclists and pedestrians.

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Respondent	Support proposal	Comments	Officer Comments
CTC representative	N	Cyclists should have the right of way over side turnings and that the scheme should be extended to Stile Road	