Florence Park Low Traffic Neighbourhood

Indicative Scheme Costing

OLS
OXFORDSHIRE LIVEABLE STREETS

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Contents

1. Introduction

The aim of this report is to provide an outline estimation of the potential funding required to deliver a low traffic/liveable neighbourhood in the Florence park area, Oxford.

The report has been commissioned by on behalf of Oxfordshire Liveable Streets and a number of Florence Park area residents, to aid in future discussions with the local community, councillors, and Council, around the potential delivery of neighbourhood improvements within the Florence park area

For reference, a low traffic/liveable neighbourhood is an area based approach to improving a typically, although not exclusively, residential area through the removal of non-local through traffic, alongside a range of highway safety measures and public realm/space enhancements; the ultimate aim being to reduce the dominance of motor vehicle traffic within the neighbourhood, improve safety, encourage and enable more active and sustainable travel, and increase the sense of place and community. This in turn can help improve air quality, public health, social inclusion and mobility, and a wide range of other social, environmental and economic factors

In order to develop an outline, indicative cost for the delivery of a low traffic neighbourhood in the Florence park area a number of initial ideas and suggestions have been put forward on the type, and number, of interventions that could/should be considered in order to achieve the desired objectives and outcomes. While this has been done with some initial background investigation into the Florence park area, including a site visit on 31st July 2019 to meet various representatives within the community, it is important to note that these ideas and suggestions do not constitute a formal or recommended highway design for the area. This exercise has been undertaken primarily to quantify, in general, some of the measures that are likely to be required (and/or are considered desirable, based on aspirational ideas from the community) in order to inform the development of an indicative scheme cost

Should any scheme be taken forward it goes without saying that a much more extensive and robust area investigation, data collection and design development process should be followed in order to assess and ensure the feasibility of any future proposals in the area, and that they meet the requisite design standards and requirements of the local authority.

In addition to the infrastructure costs associated with delivering a low traffic/liveable neighbourhood this report also considers anticipated ancillary costs associated with the development and delivery of a prospective scheme, and potential resource requirements.

2. Approach and Methodology

To develop an outline cost for a Low Traffic Neighbourhood Scheme in the Florence Park area the following three stage approach has been followed.

1. Infrastructure costs

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A series of initial ideas and suggestions have been developed as part of this report to help estimate the prospective infrastructure costs associated with delivering a Low Traffic Neighbourhood in the Florence Park area. Some of the interventions will be essential to achieving the fundamental traffic reduction objectives while others are likely to be aspirational improvements that are not necessarily critical to delivering a successful scheme but would provide a more holistic approach and may help secure greater community buy-in and support. For each intervention type – where possible – potential low, medium and high cost options have been suggested. This approach has been adopted in recognition of the sensitivity around funding and budget, with the intention that the contents of this report could be used as a "shopping list" tool to develop an outline scheme and budget that matches likely funding availability in the future.

2. Delivery Process and associated costs

In addition to the costs associated with physical highway infrastructure changes most projects carry additional external costs associated with the scheme delivery process. A suggested project delivery process including indicative external costs for each project stage (data collection, consultation, etc.) has been put forward in order to quantify these. The delivery process put forward is believed to be robust and community led, based on successful approaches used elsewhere, but accordingly does result in slightly higher ancillary project costs than some of the more traditional approaches to delivering highway improvement projects.

It is understood that a short term/temporary trial may be the only way to gain buy-in and support from the Council/Elected Members/Community on a permanent low traffic neighbourhood. On this basis several alternative, streamlined delivery processes have been put forward that aim to reduce pre-trial work stages and associated costs

3. Rough guide to Council resource requirements

An initial estimate has been provided on likely internal Council (Transport/Highways Service) resource requirements to deliver a Low Traffic Neighbourhood.

3. Area Background and Context

As this report has been commissioned by representatives of the Florence Park community it has not been deemed necessary to provide an exhaustive description of the area and its land use and transport characteristics. However, the most pertinent contextual information relevant to the development of a low traffic neighbourhood proposal for the area is as follows:

- The Florence Park area is located approximately 2.1 miles south of Oxford City Centre. Figure 1 below

Fig. 1 Florence Park area in reference to Oxford City Centre (Copyright Google maps)

- The study area in question is approximately 1km^2

- The area is bounded by Iffley Road/Henley Avenue (A4158) to the west/southwest, Church Cowley Road (B4495) to the south and Oxford Road (B480) to the west. Anecdotal information from Oxfordshire Council Officers suggests traffic volume on these roads varies between 10-12,000/day. The northern boundary is a small waterway running approximately east-west across the northern edge of Florence Park.

- The internal road layout is predominantly grid based. The two busiest internal roads – based on site observations and feedback from the community - are Rymers Lane (north-south) and Cornwallis Road/Littlehay Road (east-west). Anecdotal information from Oxfordshire Council Officers suggests traffic volume on Rymers Lane is approximately 4,000/day. Rymers Lane is designated as a publicised cycle route

- The area is almost entirely residential with a convenience store and public house situated on Florence Park Road, which based on the road layout appears to have been designated as a central boulevard and primary access road when the estate was first conceived and built. A

number of other small independent businesses are located along Oxford Road and the Templars Shopping Park and Centre are located on the periphery of the area to the southeast

- There are a number of schools in the wider area that have a direct impact in terms of both pedestrian and vehicle movements in and out of the area on a daily basis. The most significant of these is St Gregory the Great located just north of the study area. St Gregory's is an all-through school and reportedly generates a significant amount of traffic in the area during start/finish times due to parent drop-off and pick-up.

- Florence Park is a significant local asset and attraction, and accordingly is a key trip generator for all transport modes.

- The area is subject to a 20mph speed limit with a mixture of traffic calming measures located on certain roads. Primarily vertical traffic calming measures on Cornwallis Road and horizontal traffic calming measures on Rymers Lane.

- The area is served internally by the 16/16a bus route – primarily using Cornwallis and Florence Park Roads. Each service is hourly, meaning an overall frequency of two buses per hour. A number of other routes serve the boundary roads.

- Many residential properties within the area have off-street parking provision. No on-street Resident Parking controls are currently in place although it is understood that these may be forthcoming in the short-medium term.

A more detailed area context map highlighting some of key points above is included in **Appendix 1.**

4. Indicative Design Ideas

4.1 Design Overview

To develop an outline cost proposal for the Florence Park area a number of ideas and suggestions have been put forward on the nature and number of physical highway interventions that are likely to be required in order to achieve the Low Traffic Neighbourhood objectives. As discussed previously, some of these will be essential to achieving the fundamental traffic reduction aims while others are likely to be aspirational improvements that are not necessarily critical to delivering a successful scheme, although in the authors view represent a more holistic approach to delivering change within the area. The view being that once potential funding availability is known a scheme could be designed accordingly using a priority approach to deliver the core measures first, with some of the aspirational changes possibly coming at a later stage if needed, assuming there is scope to do so.

A plan showing the ideas and suggestions put forward, which in turn form the basis of this cost proposal, is included in **Appendix 2**.

These ideas and suggestions have been put forward based on the author's knowledge and experience of filtered permeability/low traffic neighbourhood, highway safety, active travel and public realm improvement schemes. These have been guided and supplemented by input and ideas from a number of representatives within the local community – primarily during an accompanied trip to the area on 31 July 2019 which included several round table discussions and two site visits. The ideas and suggestions put forward are not intended to be exhaustive, and should not be taken as a proposed or recommended design for the area. They are primarily intended as a basis to develop an outline, indicative cost proposal that is reasonably realistic. The infrastructure measures outlined on the plan in Appendix 2 are summarised as follows:

4.1.1 Modal Filters

Generally defined as a road closure to motorised traffic that maintains permeability for non-motorised transport modes. Modal filters are the core method for reducing the ability for motorised traffic to permeate through an area. It is important to note that motorised access to all properties is always maintained and only the ability to travel through an area from one side to the other is restricted. In order to restrict through movements in the Florence Park area it is estimated that approximately four modal filters are required, with initial suggestions as follows**:**

- **Rymers Lane** – just south of the car park access to Florence Park
- **Littlehay Road** – at junction with Rymers Lane/Cornwallis Road
- **Clive Road** – at junction with Rymers Lane
- **Cornwallis Road** – just west of Campbell Road.
  As this modal filter would be located on the 16/16a bus route, access for buses would need to be maintained. As such this measure would be formally defined as a "Bus Gate" rather than a conventional modal filter. Bus Gates allow access for buses in addition to people walking and cycling while other motorised transport modes are restricted

Location of Rymers Lane and Littlehay Road filters

Location of Cornwallis Road Bus Gate

4.1.2 Gateway Junction Improvements

Improvements to the key junctions that form the "gateways" into an area help signify a change in local/road environment to road users and can provide important safety and accessibility benefits on the boundary roads, particularly for non-motorised users.

It is understood that improving the gateway junctions around the area is a key aspiration for representatives in the community, and in particular the junctions of Cornwallis Road/Henley Road, Church Cowley Road/Florence Park Road and Church Cowley Road/Rymers Lane. At present these junctions are wide with large sweeping radii that encourage fast vehicle turning movements and create significant crossing distances for pedestrians. It is acknowledged that safe unhindered access for buses needs to be maintained at several junctions and Rymers Lane is used as the main delivery access for the Templars Retail Park; however, the author believes that there is still significant scope to improve many of the gateway junctions without unduly impacting these access requirements. Initial suggestions for Gateway Improvements are:

Primary: Cornwallis Road/Henley Road, Church Cowley Road/Florence Park Road, Church Cowley Road/Rymers Lane
Secondary: Littlehay Road, Edmund Road, Havelock Road, Cleveland Road (all at junctions with Oxford Road)

Primary Gateway – Florence Park Road

Secondary Gateway – Littlehay Road

4.1.3 Rymers Lane Cycle Route/Corridor

It is understood that Rymers Lane forms part of Oxfordshire's/Oxford City's publicised cycle network, and will continue to do so in the foreseeable future. While reducing the volume of traffic using Rymers Lane through area wide traffic reduction measures will undoubtedly have the biggest benefit

in terms of improving actual and perceived safety, it is the authors view that additional localised improvements should also be considered. At present, traffic calming measures are in place along Rymers Lane in the form of periodic road narrowing's/pinch points that encourage opposing road users to give-way to one another. This approach, using horizontal traffic calming features, can often be ineffective at reducing vehicle speeds while also creating an environment where people on bikes feel vulnerable due to 'close passing' or aggressive behaviour from opposing vehicles.

It is suggested that all existing horizontal traffic calming features be removed and replaced with a series of sinusoidal speed humps at a regular spacing of no more than 100 metres apart

Rymers Lane – road narrowing/priority give-way feature

4.1.4 Public Realm Improvements

It is the author's view that public realm/space and green infrastructure improvements can both significantly uplift an area in terms of appearance while also creating functional spaces for the community to use, fostering a sense of community pride and ownership as well as enabling social cohesion. An integrated approach involving improvements to the the public realm alongside more rudimental traffic management measures can also help encourage greater community buy-in and support to the wider vision and objectives. It is understood that there are likely to be financial limitations as to what can ultimately be delivered as part of any scheme in the area so an exhaustive list of public realm enhancements has not been developed. Instead a more focused approach is suggested as follows:

- **Florence Park Road** – public realm enhancements to the central area by the Jolly Postboys Public House, including repurposing of the existing service road to remove through vehicle access and create a pedestrian focused space. Vehicle access for residential properties in Service Road to be maintained.
- **Modal filters** – utilising the proposed modal filters as opportunities to deliver small scale public space improvements such as Pocket Parks
- **Clive Road/Oxford road** – uplifting the existing modal filter with small scale greenspace and public realm enhancements

Oxford Road/Clive Road existing closure (note: bollards have recently been updated with white Pre-formed plastic composite)

Florence Park Road – existing service road

4.1.5 Interior Junctions

During the author's background research, site visit, and discussions with local representatives it has been noted that virtually all interior junctions within the area have large sweeping corner radii, resulting in higher vehicle turning speeds and longer crossing distances for pedestrians. While some junctions have dropped kerbs and tactile paving, others do not, and overall there is very little consistency in approach across the area, meaning accessibility and legibility is quite poor. While improving a single junction is likely to be a relatively low cost intervention, improving all junctions within the area will be a significant undertaking and may be outside the scope of any scheme. However, it is recommended that a full audit of all interior junctions be undertaken and consideration be given to reducing corner radii and installing appropriate dropped kerbs and tactile paving as needed. If the author was to suggest one particular junction to prioritise this would be the Cornwallis/Florence Park Road junction at the southern entrance to Florence Park. A scheme that incorporating tightening of the junction, removing the existing mini roundabout, enhancing crossing provision for pedestrians, and integrating the park entrance into the public realm more effectively, could result in a significant improvement at this location.

4.2 Indicative Infrastructure costs

The aim of the following sub-section is to provide indicative costs for the infrastructure changes suggested above. In some cases there are a number of different ways in which the measures can be designed and implemented that will have an impact on prospective cost. Therefore, where possible and appropriate, suggestions have been put forward for potential low, medium and high cost design approaches for each intervention, the intention being that these could be used as a shopping list to refine a scheme budget that suits potential funding availability when this is known.

4.2.1 Modal Filters

Modal filter with bollards and low cost planters

Low Cost: Basic Modal filter using bollards, signage and/or planters and trees.

This approach would be recommended or suitable for a temporary trial should this be the preferred approach for the area

Estimated infrastructure cost: £2500 - £7500 per filter dependent on design and materials

Modal filter with reasonably low cost intergrated planting

Medium cost: Modal filter using standard pallet of Highway Authority materials i.e. granite/concrete kerbs and asphalt surfacing. Some basic greenspace improvements incorporated such as low level planting beds

Estimated infrastructure cost: £10000-£20000 per filter

Modal filter with more complex landscape design, materials and planting

Highest cost: Modal filter using bespoke/higher quality materials i.e. granite/concrete pavers. Larger area of coverage and more significant greenspace improvements incorporated including trees, planters and low level beds

Estimated infrastructure cost: £20000-£30000 per filter

4.2.2 Gateway Junctions

Hatch markings being used to viausally narrow the carriageway

Low Cost: Junction visually narrowed using road markings such as hatching or coloured surfacing on corners. Subject to Highway Authority standards consideration could be given to additional physical features in hatched/coloured areas such as flexible bollards, temporary planters, etc.

This approach would be recommended or suitable for a temporary trial should this be the preferred approach for the area

Estimated infrastructure cost: £1000 – £5000 per junction, dependent on junction size and final design/materials

Side road entry treatment with reduced corner radii and raised table

Medium cost: Junction physically narrowed and corner radii reduced through kerb realignment. Could potentially include raised side road entry treatment

Estimated infrastructure cost: £10000-£25000 per junction, dependent on junction size, final design/materials and drainage requirements

Copenhagen crossing at side road junction

Highest cost: Copenhagen crossing/continuous footway

Removal of all traditional elements that 'define' the junction layout and replace with a continuation of the footway across the side road to reinforce pedestrian priority. Typically this would is done using a paver as opposed to asphalt to create the maximum impact. Incorporation of greenspace improvements where possible

Estimated cost: £20000 - £40000 per junction, dependent on junction size, final design/materials and drainage requirements

4.2.3 Rymers Lane Cycle Route Corridor

Sinusoidal speed hump

Low, medium and high cost options have not been identified for Rymers Lane as the suggestion would be to remove all existing road narrowing's/pinch points and replace with regularly spaced sinusoidal speed humps.

Estimated Infrastructure cost: £20000

4.2.4 Public Realm Improvements

Florence Park Road

Modal filter/closure with bollards and low cost materials

Low Cost: Restrict through vehicle access to Service Road via bollards or similar low cost approach - access for resident vehicles to be maintained. This would allow the area to be used more freely by non-motorised users, providing more flexible use of space. e.g. seating, stalls/market, events, etc.

Estimated infrastructure cost: £2000

Public space improvement with 'softer' pallete of materials and greater activation

Medium: Expanding on the low cost scheme above, the service road could be resurfaced using a 'softer' palette of materials such as a self-binding gravel or resin bound surface to create a more attractive, pedestrian orientated area that is more integrated with the adjacent grass verge. The space could be activated using some basic seating, play features, planting, etc.

Estimated infrastructure cost: £30000-£40000

Public Realm Enhancements continued

Florence Park Road

Example of new fully integratd public space design utilising old carriageway space

High: Complete redesign of service road and adjacent grass verge area into an integrated community space. Redesign using new palette of materials with a series of interventions to fully activate space and a complete landscaping treatment. Vehicle access for residential properties to be maintained

Estimated infrastructure cost: £50000 - £150000

Florence Park Road Visualisations

Existing Florence Park Road Service Road layout

Potential Florence Park Road Service Road layout

Clive Road/Oxford Road

Small scale Pocket park/planting improvements

Low, medium and high cost options have not been identified for Clive Road/Oxford Road as the space is relatively small with minimal scope for a wide range of intervention types. Suggestions would be rationalising existing materials and green infrastructure, and introduce additional planting where possible

Estimated Infrastructure cost: £10000 - £15000

5. Summary of Potential Infrastructure Costs

The interventions and prospective costings detailed in section 4 are summarised below in matrix format. The intention being that this could be used on a "pick and mix" to define and develop a scheme that meets likely funding availability and budget expectations.

Intervention Type	Potential number of interventions within area (where appropriate)	Low Cost Option	Medium Cost Option	High Cost Option	Total potential cost (range where appropriate)
Traffic Management					
Modal filters	3	£2500-7500	£10000-20000	£20000-30000	£7500-90000
Bus Gate	1	£25000			£25000
Gateway Junction Treatments					
Primary	3	£2500-5000	£20000-25000	£35000-40000	£7500-120000
Secondary	4	£2500-5000	£10000-15000	£20000-30000	£10000-120000
Rymers Lane Cycle Corridor					
Traffic calming improvements	n/a	£20000			£20000
Public Realm Improvements					
Florence Park Road	n/a	£2000	£30000-40000	£50000-150000	£2000-150000
Clive Road/Oxford Road	n/a	£10000-150000			£10000-15000
Interior Junctions					
Standard interior junction	14	£5000-15000			£70000-£210000
Florence Park Road/Cornwallis Road	1	£40000			£40000

Table 1. Infrastructure costs

As the table above highlights the infrastructure costs associated with a "Low Traffic Neighbourhood" can vary significantly depending on the number and type of measures to be considered and the adopted design approach.

At one end of the spectrum a core scheme that delivers the fundamental traffic reduction objectives could be possible with as little as **£35,000 - £45,000.** This is a based on a scheme that only includes the necessary modal filters and Bus Gate to remove the ability for traffic to permeate through the area, and is based on the lowest cost design and materials approach using bollards and small scale 'temporary' green infrastrcuture.

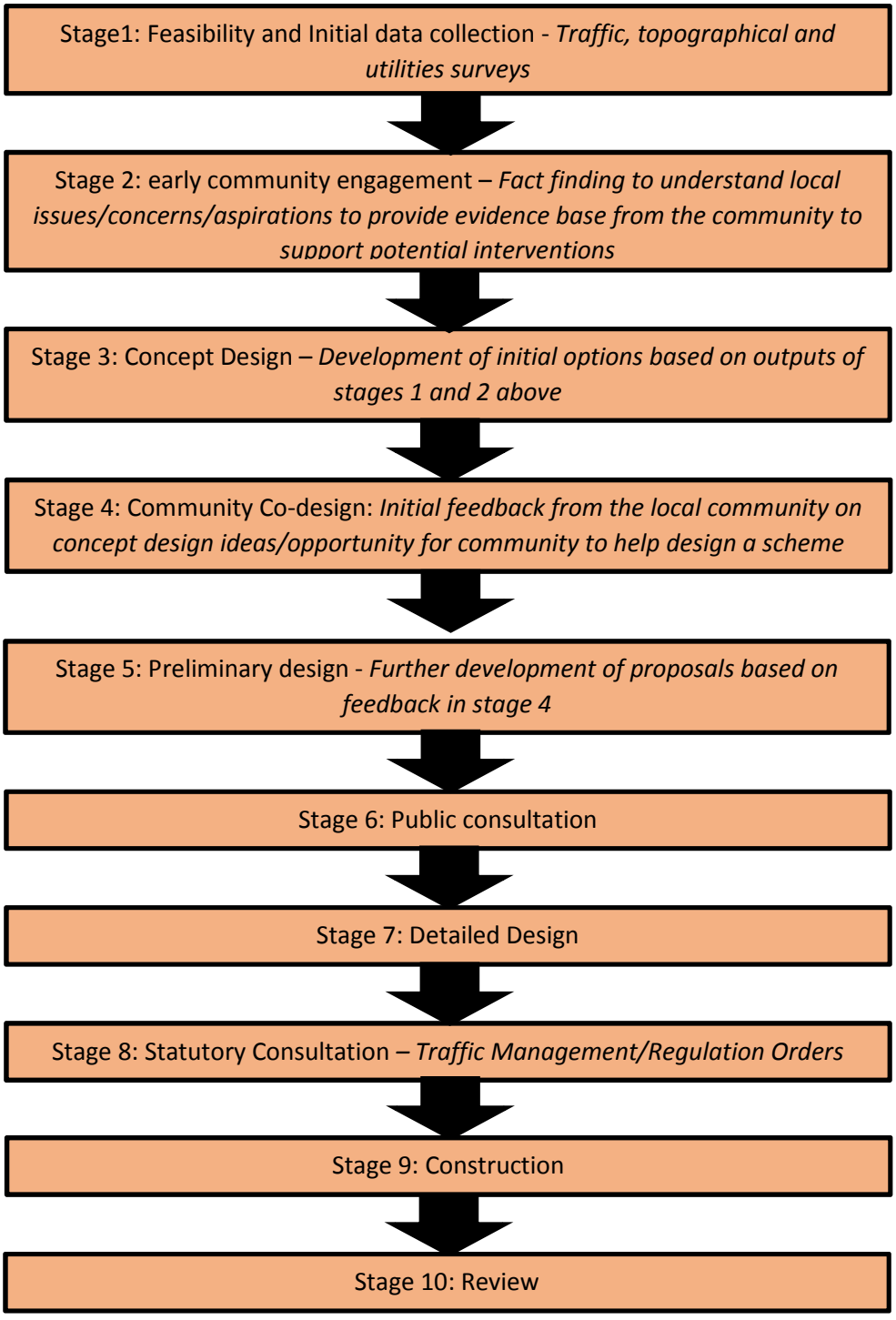
At the opposite end of the spectrum an aspirational scheme that included all possible elements, and adopted a high quality/cost approach, could potentially require funding in the region of **£750,000 - £800,000 or more**.

In reality a balance between budget, expectation and aspiration will need to be sought and the optimum scheme will be one that strives to achieve the fundamental traffic reduction objectives while also providing some of the additional improvements that often appeal to a wider subsection of the local community.

As an example, a scheme that included quality place making at proposed modal filter locations, mid-level public space improvements to the section of Florence Park Road by the Jolly Postboys Public House (as the central community area), and sought to improve several of the critical gateway junctions, could potentially be delivered for an infrastructure cost in the region of **£150,000 – £200,000**

6. Delivery Process and Associated Costs

A robust project development process is essential to the delivery of any highways or transport scheme. In the authors experience one that includes regular communication and meaningful engagement from the outset and then at key stages can only help ensure that project has the best chance of success. It does not mean that everyone will support the proposals being put forward, but will help demonstrate that the scheme is trying to be responsive to issues and concerns that have, at least in part, come from within the local community. It also provides greater opportunity for airing and dealing with potential sources of contention and objection at an earlier stage, so there is less chance of the project being de-railed later on. The author believes the following suggested project delivery process aims to achieve the above.



For each project stage above Table 2 below sets out estimates of the ancillary external project costs that could potentially be incurred/expected at each stage. These are costs that are not often evident or obvious when thinking about budget requirements for a highways/transport scheme, but can nonetheless accumulate and result in a significant additional cost to the delivery authority that needs to be considered.

Project stage	Activity	Cost
1.Feasibility/data collection	Automatic Traffic surveys	£3000
	Topographical surveys	£0-£15000
	Utility surveys – GPR, C2/C3 estimates	£0 - £20000
	ANPR (Number Plate Recognition)	£5000-10000
2.Early Engagement	Community surveys (digital and/or hard copy)	£5000
	On-street feedback mechanisms, pop-up events, led walks/rides, etc.	£5000
3.Concept design	Assumes that design will be developed by Local Authority. Use of external consultants will attract additional costs	£0
4.Community Co-design	Workshops/community events including materials	£2000-£5000
5.Preliminary Design	Road Safety Audits – Stage 1/2	£3000
6.Public Consultation	Production of material and facilitation of consultation – digital and/or hard copy	£5000 - £8000
7.Detailed Design	Road Safety Audit – Stage 2	£3000
8.Statutory consultation	Advertisement of Traffic Management/regulation Orders	£2000-£10000
9. Construction	Temporary Traffic Management, etc.	£TBD
10. Review	Selected traffic surveys, Stage 3 Road Safety Audit, possible qualitative community feedback	£3000-£10000

Table 2. Potential ancillary external project costs

As shown in table 2 above, ancillary project costs could potentially amount to somewhere in the region of **£100,000**.

Many of these costs will be dictated by what the Local Authority determines to be the appropriate processes and procedures to deliver the project. A number of costs may not be relevant or needed, particularly in relation to topographical or utilities survey costs, but this will be at the local authority's discretion and will not be known until the project is progressed to a more advanced stage. The intention of this section is to highlight some of the additional costs that the Local Authority will inevitably need to take into consideration when determining likely cost and funding requirements to deliver a Low Traffic Neighbourhood Scheme in the area. Pragmatically speaking, it would be sensible to allow for in the region of **£30,000** for essentials such as core baseline data collection, engagement, Traffic Management Order costs, and post completion monitoring surveys.

It is understood that a trial of a temporary scheme may be the preferred mechanism the local authority, councillors and community wish to pursue to test the benefits and impact of a low traffic neighbourhood before committing to permanent change. On this basis the suggested delivery process above is likely to be excessive and a streamlined alternative could be explored. Assuming any temporary scheme would utilise low cost temporary designs and materials it is the author's opinion that stages 3, 5 and 7 could be combined and stage 6 omitted completely in advance of a trial commencing. Initial data collection and some early engagement would still be recommended to help establish a baseline, raise awareness and secure local input into a trial scheme, but full public consultation could be left until the trial was operational and would be used as part of the process for determining whether the make the trial permanent or not. On this basis it is estimated that ancillary pre-trial costs could be reduced to **£10,000-£15,000**, with post trial costs to be determined based on the decided approach.

7. Resource Requirements

Based on the delivery process outlined in section 6 above and the authors experience of delivering similar highway and transport schemes within a local authority environment, it is likely that a project of this nature would take somewhere between 12-24 months to come to fruition, depending on the scale and complexity of the scheme and engagement approach adopted by the local authority. Assuming that the project would be resourced internally by the local authority in terms of transport planning, highway engineering and engagement expertise an estimate of the likely resource requirements is set out in table 3 below.

Role/position	Full Time Equivalent (proportion of full time resource per year that would need to be allocated to the project)
Head of Service/Director	Dependent on Authority
Principal Engineer	0.25
Engineer/Senior engineer	0.25 – 0.5
Urban Designer	0.2
Engagement Officer	0.25 – 0.4
Construction Engineer	0.25

Table 3. Estimated internal resource requirements

8. Conclusion

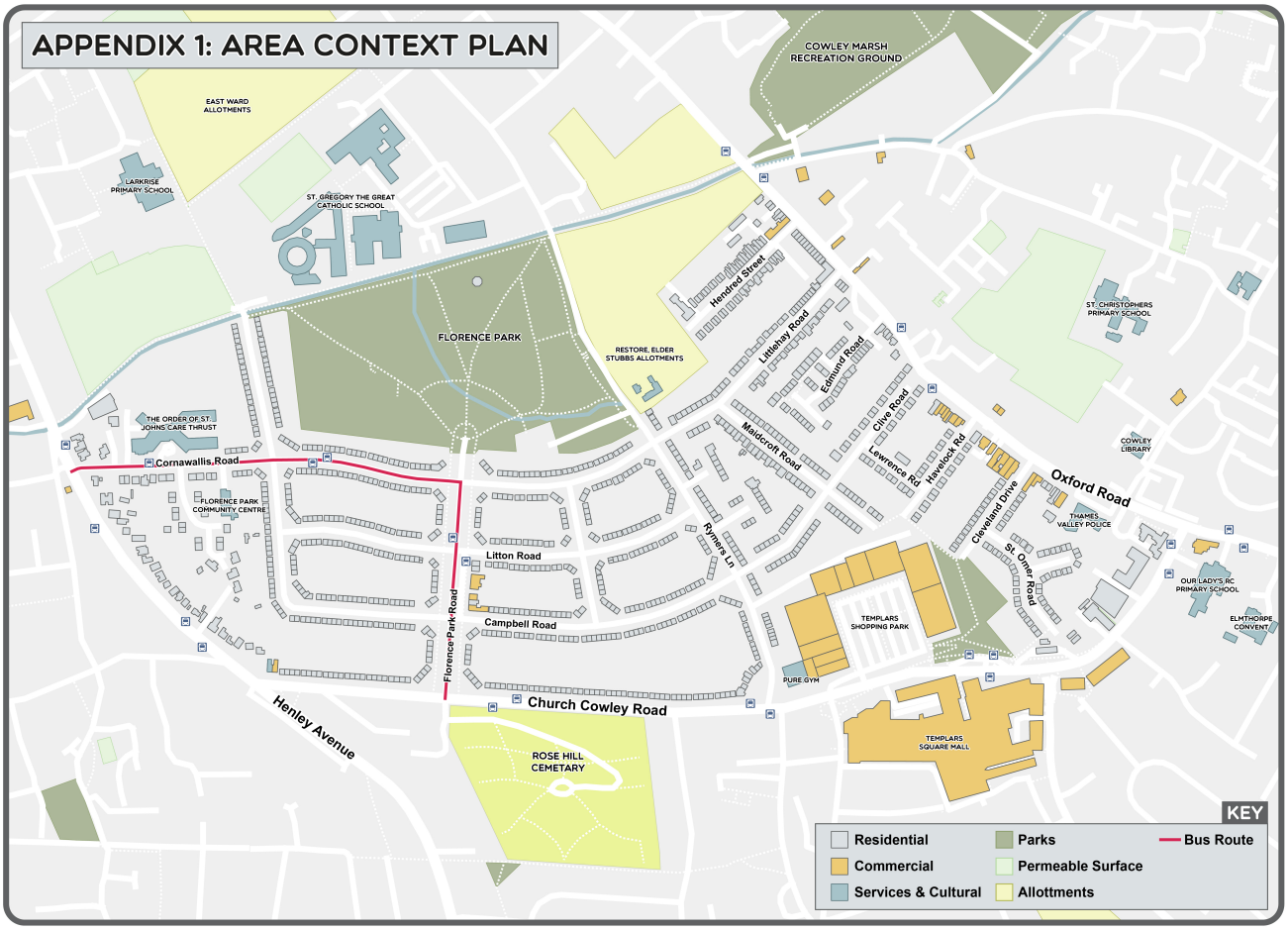
The aim of this report has been to provide an outline estimation of the potential funding required to deliver a low traffic/liveable neighbourhood in the Florence park area, Oxford. As can be seen from the sections above the cost of any scheme could vary significantly depending on the measures required, and/or desired, and the delivery approach that is followed. In reality, a low traffic neighbourhood scheme could potentially be delivered for as little as **£70,000**, on the basis it only included the core traffic reduction measures (modal filters and bus gate), utilised a lowest cost design approach, and minimised ancillary project costs as far as possible. At the opposite end of the spectrum an aspirational scheme that included all desirable elements in a high quality/cost finish, and followed an extensive engagement and delivery process, could cost in the region close to **£1M, if not more.**

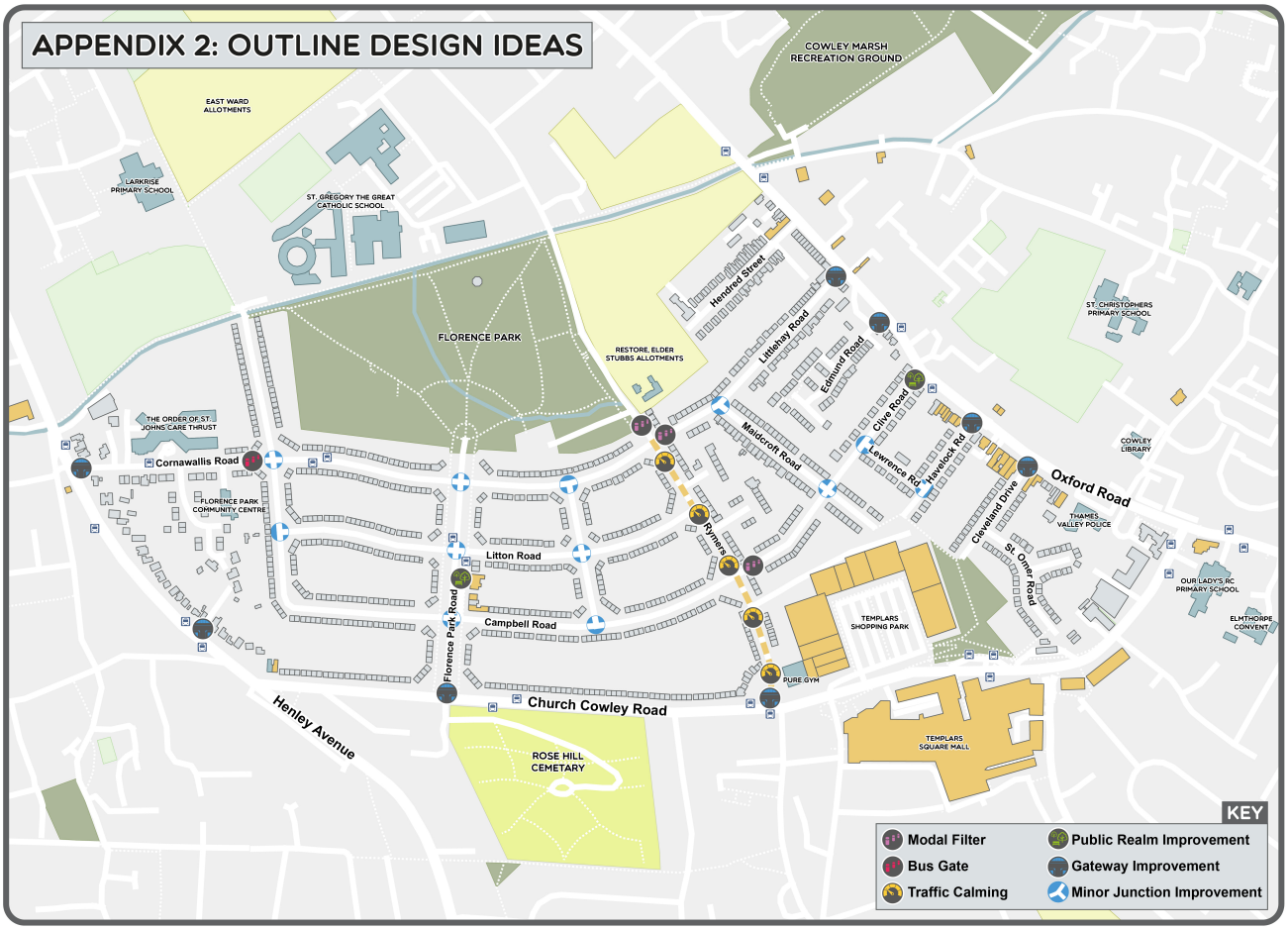
Clearly the reality will be somewhere between the two and an effective, transformative scheme does not need to cost anywhere the amount that could potentially be spent. At the same time, while rudimental traffic reduction measures will help achieve the overarching objectives, supporting interventions such as targeted public realm enhancements and place making can help highlight and strengthen the benefits and opportunities associated with reducing the impact of motorised traffic. This can often be the difference in terms of securing overall support from a community towards change of his nature.

Therefore, it is the authors' opinion that a budget of **£200,000 - £300,000** for a low traffic neighbourhood scheme in the Florence Park area would provide the right balance between achieving the fundamental traffic reduction objectives while also allowing delivering a number of good quality public space, highway safety and neighbourhood improvements as part of a rounded, holistic approach.

Appendices

1. **Area Context Map**
2. **Outline Design Ideas**


APPENDIX 1: AREA CONTEXT PLAN
COWLEY MARSH RECREATION GROUND
EAST WARD ALLOTMENTS
LARKRISE PRIMARY SCHOOL
ST. GREGORY THE GREAT CATHOLIC SCHOOL
FLORENCE PARK
RESTORE, ELDER STUBBS ALLOTMENTS
ST. CHRISTOPHERS PRIMARY SCHOOL
THE ORDER OF ST JOHNS CARE THRUST
Cornawallis Road
FLORENCE PARK COMMUNITY CENTRE
Litton Road
Campbell Road
Florence Park Road
Ryners Ln
Hendred Street
Littlehay Road
Edmund Road
Clive Road
Lawrence Rd
Havelock Rd
Maidcroft Road
Cleveland Drive
Oxford Road
COWLEY LIBRARY
THAMES VALLEY POLICE
St. Omer Road
OUR LADY'S RC PRIMARY SCHOOL
ELMTHORPE CONVENT
TEMPLARS SHOPPING PARK
PURE GYM
TEMPLARS SQUARE MALL
Church Cowley Road
Henley Avenue
ROSE HILL CEMETARY
KEY
Residential
Commercial
Services & Cultural
Parks
Permeable Surface
Allottments
Bus Route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PURE GYM
TEMPLARS SQUARE MALL
Church Cowley Road
Henley Avenue
ROSE HILL CEMETARY
KEY
Modal Filter
Bus Gate
Traffic Calming
Public Realm Improvement
Gateway Improvement
Minor Junction Improvement

Rymers Lane/Cricket Road

As it is now.....

- road narrowing
- bollards

Possible solutions

- close the road to through traffic except bicycles
- road and pavement layout remains as it is but two extra bollards closes middle of road to 4 wheels
- a quick and inexpensive option

Cost of bollards .....

A more ambitious plan

- close the road to 4-wheeled traffic using planters
- raise the pavement so change of priority to pedestrians, buggies, wheelchairs
- widen the pavement outside Florence Park
- maintain car access to Elder Stubbs and Flo Park car park
- plant rain gardens to take surface water from road

Better to look at, more places for people to stop & chat

original FIELD.
architecture & landscape

Florence Park Road

As it is now...

- lovely boulevard with mature trees both sides but wide road and slip road in front of Jolly Postboys means lots of tarmac

- Jolly Post Boys forecourt, old shops, bus stop and post box hint at a sense of place but it doesn't work

A vision of the future...

- extend the pavement so crossing Florence Park Road at Lytton Road junction is easier,

- buses and cars still travel along Flo Park Road but more slowly

- Close off slip road and create a 'square' outside the pub with seating, planting, lower street lamps and bike stands - a people charging point

- Possibility of using the wide verges for farmers markets, stalls etc.

original FIELD.
architecture & landscape