



Headington Liveable Streets

oxlivsts.org.uk/headington

headington@oxlivsts.org.uk

Comments & questions on your proposed LTN filter locations

OLD HEADINGTON LTN

1) Jack Straws Lane

HLS supports this new location. Not part of our area of focus; we have therefore not engaged with residents in this area.

2) Woodlands Road

As HLS we support the creation of this protected cycleway in a key location. We should say that local residents have not yet been widely engaged about this filter location. It may be that residents on the northern end of Sandfield Road and Staunton Road don't feel the benefit as they already have the gains of a filter at the junction of Staunton Road and Headley Way, which has effectively created an LTN for these streets.

The section of Cuckoo Lane between Osler Road and Sandfield Road to access Woodlands Road is well used as a cycle path through Headington to the City Centre. We want to flag that it is not designated for cycling and is therefore a gap in the cycleway currently; it would be helpful if this can be reviewed in future.

We have shown an alternative filter location to Woodlands Road, on Sandfield Road, that provides more protection to the cycleway, and may be worth consideration (although there is an entrance to the JR site at this junction too). Marked in yellow on the map below.

3) Osler Road

4) St Andrews Road

Response from _____ and _____ Friends of Old Headington¹

"Our goal is to reduce through traffic on

- the east-west axis through the village (Barton Lane <> St Andrew's Road <> Dunstan Road) &
- Osler Road from St Andrew's Road south to the JR Hospital entrance

¹ The Friends of Old Headington (FOH) was formed by a group of local residents in 1959, to protect the special character of Old Headington village, what is now the Old Headington Conservation Area. FOH is an active membership organisation with elected trustees which meet regularly to promote our aims, which include: retaining Old Headington as a village, with special emphasis on preserving its lanes, walls, grass verges, and trees; ensuring that new buildings and alterations are in keeping with the existing character of the village; co-operating with the Oxford Preservation Trust and the City Council in their declared policy of preserving the village; and involving as many as possible to achieve these aims successfully.

This can be achieved by active travel filters on Dunstan Road and Osler Road **or** on Dunstan Road and Barton Lane.

We think it is important to consult affected neighbourhoods and make decisions on trial locations based on feedback.

The county proposes a filter on St Andrew's Road. We do not think this is compatible with our role as a charity supporting the conservation area. A filter there would divide the village at its heart. It suggests there are benefits for the White Hart pub and St Andrew's churchyard, but both are well catered for in the current historic and Listed settings, and - in the pub's case - with a large beer garden to the rear.

We don't know all the reasons behind the county's suggestions and would welcome clarification of their thinking.

We have three potential sites for a filter on Dunstan Road

- The roundabout where Dunstan Road, Saxon Way, and Foxwell Drive meet - it's easy for 'lost' traffic to turn around at this point
- The entrance to Headington cemetery (offers a turning point for refuse lorries)
- The entrance to Ethelred Court (also offers a turning point for refuse lorries)

A filter has been introduced in Barton Lane as a Primary intervention to stop traffic between Green Road Roundabout and the Hospital. In conjunction with this a filter in Dunstan Road would remove the need for a filter in Osler Road.



If Barton Lane is not practical, we think a point north of the Osler Road JR entrance before the sharp right turn into the village might be better than further north at the junction with St Andrew's Road.

Again, we would benefit from understanding concerns the council might have about refuse lorry movements, etc.

Photographs are available for all locations discussed here.

5) Valentia Road

HLS supports your proposed filter location on Valentia Road, particularly as it creates a safe crossing to the park for children and has great parklet potential.

As an extension, when HLS members were discussing locations with Councillor _____ we wondered if this filter could somehow also prevent drivers from passing from Stonor Place on Valentia Road or at least force them to slow right down, as this junction forms part of the 'racing circuit' of Grays Road – Cardwell Crescent – Stonor Place – Valentia Road – Headington Road – Grays Road, that people come from outside the estate to joyride on.

Based on these concerns, we suggest the filter in Valentia Road is moved North to the top of the park and one added in Stonor place. This provides a turning facility to the south end of Valentia Road and reasonable access for refuse vehicles from the North side. See map below.

Removal of HLS filter on Valentia Road / Headington Road corner

It is the case that this filter is not necessary to create an LTN for the Gipsy Lane Estate – the filter on Valentia Road between Old Road and Stonor Place (5) achieves that.

However, there are several reasons why HLS members felt that a filter would be good at this position:

- **Speeding:** The estate suffers from speeding/joy riding and people drive around that corner at dangerous speeds, enabled by the wide sweeping road there. It is common for people to drive along the narrow Headington Road service road and around the corner at 30-40mph. This is a 'blind corner' and the ever-present threat of cars speeding around it makes crossing the Headington Road service road and Valentia Road near that corner difficult and dangerous. There is an official crossing point from the south side of the Headington Road service road pavement to the north side of Headington Road/London Road pavement which forms the main pedestrian route from Gipsy Lane into Headington, and it is difficult and dangerous to use, particularly for people with children, pushchairs, wheelchairs, using mobility aids or with visual or hearing impairments.
- **Positive impact on cycle routes/safety of cyclists at closures:** The cycle path coming from Headington crosses that corner and forks into one cycle path leading onto Valentia Road heading south and another cycle path leading onto the Headington Road service road heading west. The volume of cars driving around that corner, often at inappropriately fast speeds, makes the cycle path heading west dangerous and difficult to use, as cyclists have to slow down, check for cars and often stop, rather than safely and easily progressing.
- **Potential for creating parklets:** There is already a grassed area on this corner which replaced what used to be another access point from London Road into the estate. A filter on this corner would enable further development of this corner as a safe community garden space.
- **Removing rat-running:** Despite being illegal, car drivers do quite regularly drive over this corner area to get from London Road onto Valentia Road and Headington Road service road.
(City Councillor) and Liz Brighouse (County Councillor) are keen to make use of planters or bollards or other physical barriers on this corner area to prevent drivers from being able to do this. The addition of such barriers on the paved area is required here even if no other measures

are introduced in the estate. However, such barriers in combination with a filter on the road at this corner would remove all rat-running and speeding around that corner, turn this into a safe public space and enhance cycle and pedestrian routes to Headington.

- **Turning for waste lorries:** This is quite a wide road and should be sufficient to enable a waste lorry to turn around. Perhaps long-term the barriers could be bollards which waste lorry drivers have a key to fold down, or a turning point like that on the filtered corner of Gipsy Lane/Old Road could be installed.
- **School street:** Headington Road service road is used by 100s of Cheney students as a main route to Cheney School for those coming from Headington and Barton. These students walk in the road in groups due to the inadequate pavement space. A filter at the corner would help protect these vulnerable students walking and cycling along Headington Road service road as there would be zero through-traffic on that stretch of road and no cars speeding around the corner as the students leave the pavement area.

Based on the assumption that the EATF will not fund a filter on the road at this corner because it is ancillary to creating an LTN, we have suggested a filter on the paved area which would at least prevent the illegal short-cutting over the paved area, as shown on the map below. However, we would like to discuss the possibility of introducing an on-road filter here based on how it would improve active travel routes and aid social distancing.



Please see the following map marked Highfield to illustrate our approach to filters 5, 6, 7 and 8

Highfield

In reviewing your proposals, we suggest that it is an advantage to keep as much as possible of the neighbourhood together within the boundaries set by the filters. We recognise that this is only an imagined boundary in that it only restricts car movements but nonetheless where possible it is best kept to the edges of the neighbourhood.

6) Latimer Road

HLS location was immediately north of The Brambles/Latimer Road junction. The idea was to allow access to St Luke's Hospital from London Road. Patrick Lingwood's proposed location is immediately north of the Latimer Grange access road. The aim is to allow waste collection lorries from the south to turn at the Latimer Grange access road with the possibility of a parklet between there and London Road.

Although we think the OCC proposed location would better maintain the integrity of the Highfield neighbourhood, we expect that St Luke's hospital and visitors, and residents of Latimer Grange would be better served by our original location. We would welcome a discussion to better understand your criteria for this location.

7) All Saints Road

8) Lime Walk

We consider that this is an improvement on the HLS location. It allows vehicles to exit Lime Walk North and part of Lime Walk South via Kennett Road. As an alternative we suggest that a diagonal barrier across the Lime Walk junction would still allow Lime Walk North to exit via Kennett Road while Lime Walk South could enter/exit via Stapleton or Bickerton Road (and vice versa). This would help to maintain the integrity of the neighbourhood.



The Lime Walk / All Saints Road junction shows a preferred diagonal filter which provide for better integration between the community streets, illustrated here:



Quarry Low Traffic Neighbourhood (including Quarry Village and area extending to Windmill / Old Roads)

9) St Leonard's Road

Support proposed location.

N.B. There is not a Resident's Association for this part of Headington, nor Wharton Road. There has therefore not been the opportunity for as much representative resident engagement for this proposed location so far, than other locations in the LTN zones.

10) Wharton Road

Although we see advantages of your new proposed location, we would like to present an alternative; to locate the filter on Margaret Road, to the West of the Wharton Road junction. This adds further protection for the School Street at Windmill Primary. The Catholic Church may require access for hearses for funerals, but this could be achieved with a lockable central bollard to which they hold a key for such occasions.

Please see the following map:



Headington Quarry

Although there is a heavy toll on Quarry (and Quarry Hollow especially) due to rat running from the ring road, there is a strength of feeling amongst those opposed. We are therefore cautious about additional filters (12 & 13). It would be valuable to be able to agree that HLS or OCC pursues a further discussion about these proposals with Friends of Headington Quarry, who are due to survey their members about an LTN.

11) Quarry High Street

12) Gladstone Road

HLS Organising Group members resident in the Quarry suggest that if filters in Gladstone Road / Pitts Road are needed, a better location would be to the north of the junction of New Cross Road and Gladstone Road. This would permit but oblige motor vehicles to travel from Quarry High Street along Gladstone Road, turn right onto New Cross Road, left into Pitts Road, left onto Trafford Road and then re-join Gladstone Road to reach London Road.

Thinking for this is based on the perception among those opposed to an LTN for Quarry, that the filtering process would cut off the Quarry from the rest of the city. Making the ring road junction the only point of access/egress for a significant proportion of Quarry residents committed to driving would exacerbate this perception. Offering a route onto London Road would mitigate some of these concerns and would create a route sufficiently circuitous to minimise any rat-running from those seeking to avoid the Green Road roundabout.

13) Pitts Road

Positioning the filter point north of the entrance to the Pitts Road garage but to the south of the residential driveways would ensure that all vehicle movements from the garage are routed via the ring road rather than through the Quarry.

Additional discussion points:

14) Engaging Resident's Associations

The three large Resident's Associations (Friends of Old Headington; Highfield Resident's Association & Friends of Headington Quarry) all helped shape our initial plans submitted to OCC. Once we understand your updated position, we would like your agreement to share these plans with the Resident Associations, so we can seek their views. We would like to agree the parameters for any wider discussions, with you, before we take this further.

15) Community engagement

Many thanks for providing details of the criteria used for these locations.

Given the need to adhere to these criteria, is it fair to assume that the scope for our group's engagement with the community to lead to changes in the locations pre-trial is fairly limited? Should our premise rather be to raise awareness and provide information about the trials from within the community and dovetail with the Council's efforts by encouraging residents to respond to the survey on the Council's consultation website? What efforts, by HLS, will be of most value to support you?

Our current thinking: small, socially distanced street corner chats (leading up to online events for those who can't attend in person); we've noted the high level of engagement achieved via the street-by-street approach underway in St Mary's and this would be the ideal scenario if our resources allow.

16) Traffic data collection

Other LTN groups in our network have shown the benefits of collecting traffic data to forward to the Council. Would it be helpful if we supplied up-to-date traffic data for Headington in addition to the historic data we have collated? If so, what locations would be most useful and at what times of day etc.? Peak hours? Any specific criteria needed in terms of type of vehicle etc.?

We have access to the template being used by St Mary's LTN group.