Water Eaton Development: PR6a: Planning Application - 23/01233/OUT

This response is prepared by Cyclox, the cycle campaign group for Oxford. We campaign to put cycling at the heart of Oxford's future. Our purpose is to get more people cycling, more often, and more safely in and around Oxford. We collaborate with key decision makers to put cycling on the public agenda; partner with active travel and low-carbon groups; and engage with the local community to inform, encourage, and support change.

Link to planning application
Link to relevant transport files downloaded to Teams folder.
Framework Travel Plan
Potential Pedestrian and Cyclist Improvements South of site access

Summary

The proposals for cycle improvements are a huge advance on the current totally substandard shared cycle and walking routes on either side of the Oxford Road. We suggest various improvements to the designs that will make them LTN 1/20 compliant. Specifically, all cycle crossings of side roads along this route should be *LTN 1/20 no set back, design priority* and with no shared (cycle and pedestrian) space.
We are concerned that the details of the connection of this development with the P&R/station is not resolved.
We note that for the Cutteslowe Roundabout "Pedestrian / Cycle improvements across all arms and around junction, subject to further design and capacity testing." We request this is undertaken in co-production with Cyclox.
We welcome the proposed cycle route through Cutteslowe Park. This will become part of NCN51, an important route avoiding the Cutteslowe Roundabout.
We wish to be involved in the detailed designs of all these routes.
Cyclox has specific suggestions for parking, cycle parking, school streets and street layouts which are also set out in this submission.

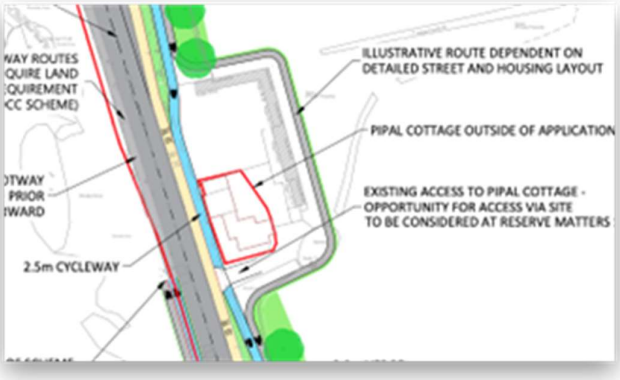
Connectivity to Oxford Road A4165 and Cutteslowe Roundabout

ITB16565-SK-074 Oxford Road Cycle improvements (South)

The proposals for cycle improvements are a huge advance on the current totally substandard shared cycle and walking routes on either side of the Oxford Road. We suggest below various improvements to the designs that will make them LTN 1/20 compliant.

Pipal Cottage

We recognise that there is a major problem with the cycle and footpaths as they pass Pipal Cottage

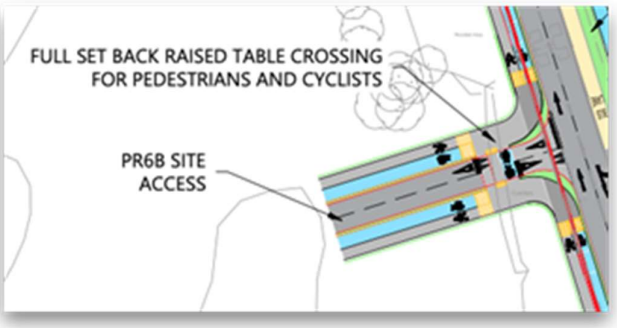


The reality is that the desire line for pedestrians walking to and from Oxford Parkway along this route will be straight across, using the cycle way, creating conflict.
If the full PR6b scheme requires land to the west of Oxford Road, then this should accommodate a slight re-alignment of Oxford Road to the west to allow a full, direct full-size segregated cycleway and pedestrian path on the east side and thus avoid a pedestrian diversion past Pipal. In the interim, pending the full PR6b scheme, then the widest possible shared use would be acceptable, appropriately signed, with designs that are future proofed to anticipate improvements at this point that the PR6b scheme can bring.

Side road crossings

We believe that cycle path and pedestrian crossings of side roads should be *no set back design priority* as per LTN 1/20 Figure 10.13. The cycle paths constitute a key commuter route to and from Oxford and deviations and delays should be designed out.

The side road entries of Five Mile Drive and Harbord Road should also be *no setback design priority* as per LTN 1/20 Fig 10.13.



The crossing of the access to PR 6b should be designed in the same way, I.e. *no set back design priority* – not as shown on the application drawing above.

Signalised crossings of the Oxford Road

We think that all crossings of Oxford Road should have parallel, single stage crossings on raised tables with zero delay for pedestrian/cycle green signal. All as per 10.4.21 of LTN 1/20.

We recommend that Footpath 229/10/30 should be re-aligned as part of PR6b development to align with the pedestrian / cycle crossing. This will be a major route and crossing point to schools and facilities at Oxford North.

The proposed relocation of the existing Toucan crossing is problematic. It is unclear to where it will be relocated. It should be close to the west side bus stop in order to allow direct access to the ramp to the train station for bus passengers coming from the south. This crossing is currently well used.

Cutteslowe Roundabout

Currently the Cutteslowe Roundabout is a huge barrier for people on bikes. Only the bravest keep on the road and others who use the signalised crossings can take up to 6 minutes to cross going either north or south.

We note that "Pedestrian / Cycle improvements across all arms and around junction, subject to further design and capacity testing." We request this is undertaken in co-production with Cyclox.

Cyclox will not support the "potential variation, "where the A40 west side crossing is relocated to the west to near the Blandford Avenue junction." The A40 west side crossing should be on the direct desire line along Banbury Road.

A crossing on eastern arm is supported

An "all-green" cycle scramble is suggested.

We remain convinced that the traffic volumes here are too high, and the multi-lane roads too wide and hostile for walking and cycling to be genuinely accessible without grade separation. A full rebuild of the junction as a signalled cross-roads in lieu of the roundabout could incorporate underpasses.

Walking and Cycling Access to Parkway P & R and Station

The lack of good access to the P&R on the boundary to the north on the current plans is a concern. Without that, people cycling would have to exit to the cycle path to the north-west

corner and cycle counter to the prevailing flow to reach the P&R. We understand that the PR6a developers are engaging with the P&R owners, but this must be expedited.
The desire line that should be accommodated within and at the boundary of the P&R is shown below:

A connection along the desire line, as indicated above, would allow northbound cyclists to reach the P&R using a PR6a route without having to cross the P&R junction.
A less desirable alternative would be to route cyclists across the P&R junction along a 2-way segregated cycle track from the junction north to the existing ramp down to the station and cycle parking facilities from the bus stop. This would require the a 2.0m footway / 2.5m cycleway with 0.5m margin to be provided up to the ramp. Further the ramp down to the cycle parking facilities should be widened and converted to a segregated cycleway / footway. With appropriate, safe crossing facilities for both pedestrians and cyclists.

Route from PR6a to Sainsbury's

Active travel provision must include a practical route for cyclists and pedestrians to the nearest supermarket – Sainsbury's. At present it is not clear how will this be accommodated. As a minimum there should be a single stage E-W cycle and pedestrian parallel crossing as part of the "improvement to be provided in line with OCC emerging proposals"
Cyclox supports the proposed conversion of the "underused bus lane" and its utilisation "for pedestrian / cycle infrastructure" by the reallocation of road space to walking / cycling.

Connectivity to the south via NCN 51 and Cutteslowe Park

(Transport Assessment Volume 1 paras 7.5.17-7.5.20)
We welcome the proposal to create a cycle route from the south of the site onto the west edge of Cutteslowe Park. This route avoids the Cutteslowe Roundabout, which is a huge barrier to many cycle riders. Currently going north, the NCN 51 leaves Cutteslowe at Harefields, crosses at the signalised pedestrian crossing and goes along the narrow shared pavement on the west side of the A4165. The proposed design will be an enhancement to the NCN51 allowing people on cycles to opt to go on the A4165 or through the development as far as Oxford Parkway and then join the route through to Kidlington.

Care will need to be taken to ensure conflicts are minimised at the crossing close to the Harbord Road entry to the park as there are pedestrians entering the park from the car park, and motor vehicles going to the ODS park estate and the miniature railway. Priority should be given to pedestrians at that point.
Cyclox would expect to be involved in the designs for this cycle path.

Internal Design Issues

Car Parking

Car parking should be kept to a minimum, and the maximums allowed by the county's Edge of City standards should not be used as targets.
As much of the car parking as possible should be unallocated and unbundled from housing. This will allow more efficient use of space. And residents who choose to live without a car should not have to pay for parking they don't need, or to subsidise residents who do have cars, either through house prices or through rents.

Car parking should be in physically separated garages, away from front doors and the areas immediately outside homes, to make it safer and more accessible for walking, cycling and playing.

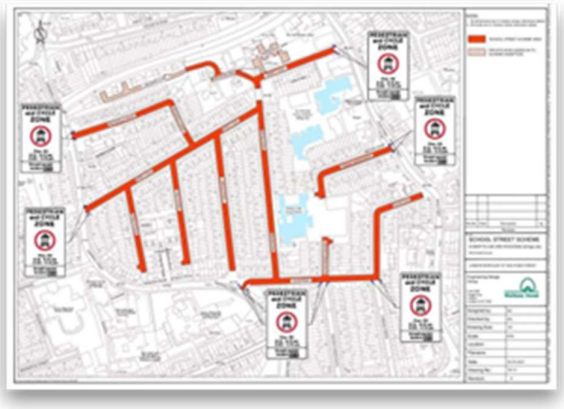
Cycle Parking

Cycle parking provision needs to take into account the increasing use of larger cycles: cargo cycles, tandems, tricycles, and so forth. The county and district guidelines don't quantify provision here, but we think at least one cycle parking place in each residence should to be accessible for such cycles.
We would also like to ensure that Ref: 6.3.19 "Vehicle swept path analysis of the design vehicles..." includes bicycles, tandems, cargo bikes, bikes with trailers, recumbent bikes and other non-standard bikes for <u>all</u> proposed cycle infrastructure?
Visitor cycle parking should be provided on the basis of one stand for every two dwellings, plus destination parking at the school and local centre (perhaps integrated into the mobility hub). Again, this needs to cater for a significant number of non-standard cycles – cargo bikes, tricycles, tandems, etc. The aim would be to cater for all internal trips being walked or cycled.

The School

Making the stretch of road immediately outside the school into a closed "School Street" will provide for safe access across the street to the park, but will create congestion – with turning and reversing hazards – on either side of the closed segment. This could be supplemented with a broader scheme covering the entire development, with ANPR cameras on the two entries restricting entry to residents, employees, and other exempted users – to deter external school-run driving and shift deliveries and services to safer times of day. This should be backed up by design of the street near the school to provide neither formal parking nor the possibility of informal "pull up for five minutes" parking.

To show that schemes of that size are possible, this shows a School Streets scheme from Waltham Forest - and a similar sized scheme is planned in North Oxford.



Street Layouts – Residential Streets

These streets should be designed to make low speeds natural and pedestrian and cycle priority clear. They should be narrow, with constrained visibility and passing only possible in places, and surfaced to deter speeding and distinguish them from busier streets. We suggest bricked surfacing akin to a Dutch woonerf. They could be signed either with advisory speed limits (the example shows an example from the City of London) or (if not adopted by the county) with "red circle" 10mph speed limit signs.

Street Layouts – Spine and Entry Streets

This spine road could be provided with separate cycle tracks (as in the proposed spine road in the Land North of Bayswater development) or, given it is not going to be a bus route, laid out as a cycle street, with cycle lanes marked on either side of a narrow carriageway. The best layout will depend on expected traffic volumes, but needs to provide for easy crossing by pedestrians on all desire lines, as well as safe, direct and comfortable cycling both across and along the spine road, for everyone from eight-year-olds cycling to school by themselves to fast commuters wanting to get to and from Oxford Parkway.