



**SUBMISSION TO OXFORDSHIRE COUNTY
COUNCIL'S
'LONG LIST' OF SCHEMES TO BE
DEVELOPED WITHIN LOCAL TRANSPORT
PLAN 3, PERIOD 2011 TO 2016**

1. Oxford Pedestrians Association (OxPA) welcomes the inclusion of Scheme number **OX53 'Pedestrian network development and promotion'** in the preliminary Long List prepared by the County.

2. **A County Walking Policy should be developed** to substantiate projects included in the Long List and to underpin Scheme number OX53. The Walking Policy should establish the principles which will determine the development of a Pedestrian Network, many of which are illustrated in OxPA's publication 'A More Walkable Oxford'. We request that this publication be considered as part of this submission: it can be downloaded in pdf format from OxPA's website www.oxpa.org.uk (See under 'Recent Publications' on the site's front page). Examples of issues that need to be addressed include:
 - The condition of pavements and other walking infrastructure
 - Eliminating ponding after rainfall and snowfall
 - The need to control footway parking by:
 - a ban on the practice in all parts of Oxford where footway parking schemes have not been implemented
 - enforcement of bans and other controls
 - physical measures where required
 - Reductions in obstructions of footways – by parked bicycles, 'A' boards etc
 - The development of pedestrian 'Primary Routes', to include routes to the city centre, to add to the benefits being delivered by 'Transform Oxford'
 - Reducing footway congestion ie overcrowding and overspilling from pavements. Pedestrian Congestion Reduction to be specifically embraced within the County priority to 'Reduce Congestion'
 - Addressing the root causes of cycling on pavements so as to eliminate or at least reduce to as low a level as possible, illegal footway cycling
 - In all places used by both cyclists and pedestrians providing signs urging cyclists to use their bells.

- Ensuring that the shared space principle is not extended to places where pedestrians are put at risk by the presence of those on bicycles or by motor vehicles, whether at a standstill or moving.
 - Providing much clearer demarcation, and indeed segregation of where cyclists can cycle and pedestrians can walk.
 - As part of creating better permeability - **Re-connecting bus services** across the city, so as to provide (e.g.) services between Iffley Road, Rose Hill etc to Summertown and to reduce the costs associated with multi-bus journeys.
 - Providing places to rest, and adequate rubbish bins, on main pedestrian routes to places of interest (shopping centres, bus routes, the city centre, at bus stops etc)
 - Providing meaningful and consistent pedestrian direction signage
3. **The following schemes should be included in the Long List**, possibly as ‘sub-schemes’ to be delivered through Scheme OX53.
- City-wide review of traffic management, street crossing arrangements etc., to complement the benefits being delivered by the 20mph speed limits
 - Shopping centres across the city – all routes to, and street crossing needs within, shopping centres and parades to be improved
 - Other street crossings – full review to simplify and better locate them (e.g. successful schemes like replacement of light control by better situated zebra crossing at County Hall)
 - All light controlled junctions to be fitted with pedestrian phases on all arms
 - Bus routes and 30mph streets – raised tables across the end of each side road to make walking along the bus route or 30mph road easier and to emphasise that the driver is entering a 20mph area
 - Bus routes – all bus stop locations to be reviewed and appropriate street crossing facilities provided near stops; footways to be widened at bus stops to permit passage of pedestrians when queues have formed for buses
 - Routes to schools and places of further education – ‘Safe Routes to School’ to be developed for all such establishments
 - Utilities’ equipment – more proactive engagement with utilities to manage the location of street items placed by utilities, so as not to impede or deter foot traffic

4. Specific locations to be improved, and to be included in the Long List (this list has been contributed by OxPA members and is not exclusive):

- The railway station – footways and pedestrian access routes to be improved in all directions, along with a Station Access Plan to be developed; new pedestrian/cyclist route to be created between north Oxford and the station via Jericho, giving relief to the canal towpath
- Turl Street – make a single surface street, as New Inn Hall Street
- Pembroke Street - make a single surface as above
- Iffley Road – provide crossing facility for the primary school at the church of St Mary and St John (opposite Daubeny Road)
- Longwall – footway widening and traffic dominance reduced
- Worcester Street by the bus station exit – pavement widening
- Walton Street – widening footways to reflect the street’s increasing role as a place for pedestrian activity
- Little Clarendon Street – closure to through traffic so as to eliminate the rat run avoiding Beaumont Street, and to increase the ambience of the street as a place
- Charles Street – remove footway parking
- The Plain – pedestrian crossing arrangements to be moved to the junction (not up the adjoining streets) to reduce pedestrian diversion and delay
- Windmill Road – a crossing near Nuffield Orthopaedic Hospital and build-outs along Windmill Road to facilitate safe pedestrian crossing movement
- St Aldate’s – make it possible to cross St Aldate’s safely and comfortably
- Carfax to be made safe to cross from all sides, to become a true “public place.”
- Extend pedestrianised Cornmarket area by providing raised tables at both ends, to incorporate other streets - St Aldate’s and High Street, and George Street, Magdalen Street West and Broad Street western end into the pedestrianised environment

5. New ‘daytime’ walking routes to be created, and included in the Long List

- Investigate a link between Meadow Lane and the route of the former Christ Church chain ferry, and Christ Church Meadow.

- Create a circular river walk for recreation and health as well as travel, by reinstating a former temporary bridge across the Cherwell New Cut, connecting Christ Church Meadow with Aston's Eyot. This would create a daytime circular walk/run - Folly Bridge, along the river to Donnington Bridge (extending to Iffley or Sandford for those so inclined) and via Meadow Lane, through the Kidneys and Aston's Eyot, and through Christ Church Meadow into St Aldates.

6. Further comments relating to individual Scheme items in the draft Long List:

OX6: needs expanding to describe what the scheme actually means

OX9: a much needed improvement

OX12: where is "Wolvercote Avenue"?

OX13: must include improvement for pedestrian use

OX17: need for a continuous footway on east side of A44 from P&R to this roundabout

OX35: supported if there is no increase in danger for pedestrians

OX43: proper consultation with all concerned parties essential

OX47: please confirm that this includes pedestrian networks

OX84: improved cycle path IN THE ROAD welcomed

OX87: pedestrian- as well as cycle paths improvement needed