Welcome to the exhibition

This exhibition sets out the latest designs for the Access to Headington project and shows how feedback from local residents and stakeholders has helped shape the revised proposals.

We are consulting on Traffic Regulation Orders and other traffic measures which are required to deliver some of the proposals.

If you have any questions as you go round, please talk to a member of the project team who are here to help.
WHAT IS ACCESS TO HEADINGTON?

Access to Headington is a project to deliver travel improvements in the Headington area of Oxford. It specifically aims to improve access to major employment, health and education sites.

The project is the first phase of the Oxford Transport Strategy proposals for East Oxford, which aims to establish orbital rapid transit services and connect all major employers in Headington to the majority of Oxford’s Park & Ride sites, as well as enhance cycle and pedestrian routes.

Why do we need this project?

Housing and jobs growth is planned for Headington and the city. The Access to Headington proposals have been designed to support this growth, without attracting more traffic to the area.

The project objectives are to:

• Support jobs growth in health, innovation and education
• Manage growth in car traffic – planning for more walking, cycling and use of public transport
• Improve access to the major employment sites by sustainable modes
• Support health & wellbeing, and reduce the environmental impact of transport

Project funding

£8.2m
Government’s Local Growth Fund

£4.3m
Local Contributions

= £12.5m
Total Project Funding
During July and August 2015 we consulted on initial proposals. Over 1,000 written and online responses were received and we would like to thank all those who took part. Since then, we have carefully considered the feedback received and have undertaken further design and traffic modelling to update our designs and proposals. This has led to a number of changes to the plans, particularly where the project objectives can be delivered in other ways.

Our revised plans now have:

- Less carriageway widening in places, so there is less impact on grass verges and trees
- Additional landscaping proposals and replacement of trees within the local area
- Shared pedestrian and cycle paths to provide greater segregation and priority over traffic
- New pedestrian crossings and upgrades to existing ones to accommodate cyclists

Some of the proposals require statutory consultation before they can be implemented, so we are consulting on Traffic Regulation Orders and other traffic measures that include:

- Shared pedestrian and cycle paths
- New and upgraded pedestrian and cycle crossings
- Changes to on-street parking
- Changes to bus stop locations

Further information is available on the impacts of some of the proposals included in the designs, which may help you to make more informed views about the Traffic Regulation Orders being consulted on. A member of the project team is on hand to share those details with you.
PROJECT TIMETABLE

Start
Spring 2015

Design, traffic modelling & consultation

Public consultation on initial proposals

February / March 2016
Traffic Regulation Order consultation

Summer 2016 to Spring 2018 – proposed construction

Cabinet Member Decision on Traffic Regulation Orders

Finish
Spring 2018
Headley Way - John Radcliffe Hospital Access

- Proposed retaining structures (to enable off road cycle path)
- New signal controlled pedestrian crossing across Headley Way
- Lower footway widened to accommodate shared pedestrian and (uphill) cycle path
- Shared foot and cycle path on east side of Headley Way (uphill section) between Coops Lane and Bowness Avenue
- Lower footpath on both sides of Headley Way to be retained. Partial removal of grass verge on east side of Headley Way in order to retain lower footway and add shared cycle path.
- All on-street parking along Headley Way to be removed to accommodate cycle improvements and ease traffic and bus flows. Parking to be displaced to The Lakes Controlled Parking Zone area which includes Coniston Avenue, Bowness Avenue and Eden Drive.
- New 1.5m wide mandatory cycle lanes on both sides of the carriageway south of Bowness Avenue
- Crossing upgraded to pedestrian and cycle (toucan) crossing, with widened footway on west side outside school access

Note: colours not representative of surface materials
Headington Centre and Windmill Road

- **To John Radcliffe Hospital**
- **Headdington District Centre**
- **London Road - Windmill Road Junction**
- **London Road to city centre**
- **Windmill Road to Ring Road**

**Features:**
-信号控制交叉路口，保留改善设施，供行人和自行车使用。
-现有公交站台保持不变。
-改善行人及自行车通行。
-将现有公交站台移动到更合适的位置。
-在London Road沿线路口保留现有公交站台。
-在London Road和Windmill Road交汇处提供空间，供自行车及行人使用。
-所有沿风车路的街面停车泊位将被移除，以容纳自行车专用道。额外的停车位将提供在周围道路上。
Windmill Road - Old Road

Traffic signals retained at junction with improvements to signal control to improve operation and reduce queuing.

New 1.2m wide advisory cycle lanes on both sides of the carriageway.

Off road shared cycle facility retained.

Off road shared pedestrian and cycle facility.

Existing off road shared pedestrian and cycle path extended along The Slade.

Grass verge removed from Old Road to accommodate new cycle facility.

All parking bays along Windmill Road removed to accommodate cycle lanes and ease traffic flow. Additional car parking bays to be provided in surrounding roads.

Grass verge removed from Old Road to accommodate new cycle paths.

Proposed ‘tiger’ pedestrian and cycle (informal) crossing.

Cycle paths continued across side roads.

The Slade to Eastern Bypass.

Legend:
- Highway boundary
- Road
- On road cycle route
- Off road cycle route
- Raised entry to side road giving pedestrian and cycle priority
- Bus stop
- Pedestrian island
- Traffic island
- Tree to be removed
- Proposed location for replacement tree

Note: colours not representative of surface materials.
The Slade - Horspath Driftway

Removal of all parking bays along The Slade to accommodate wider shared pedestrian and cycle paths on both sides.

- Carriageway narrowed to accommodate wider pedestrian and cycle paths. Existing crossing retained.
- Existing pedestrian crossing retained and repositioned to accommodate carriageway widening.
- Road widened to accommodate extra lane, existing path reprovided.
- Reallocation of existing carriageway to provide additional space for traffic to queue back along Horspath Driftway, thereby enabling congestion free conditions along The Slade.

Existing signal junction arrangement retained. Additional capacity to reduce queuing on Horspath Driftway. Eastern Bypass off-slip to Horspath Driftway extended to reduce impact of queuing on ring-road traffic.

Existing roundabout retained with additional capacity to improve traffic flow and bus journey times along The Slade in particular. Off-road cycle facilities also around the junction.

Outbound approach widened to two lanes to reduce queuing back along The Slade and improve bus journey times.

Traffic signal to control amount of traffic entering roundabout and The Slade to help improve bus journey times along the corridor.

No changes to existing cycle lanes proposed.
Thank you for coming to the exhibition.

To let us know your views on the Traffic Regulation Orders and other traffic measures including changes to the designs and proposals shown today, please complete a comments form provided and post it in the box at the exhibition.

Alternatively, write to us at:

Highway & Transport (Access to Headington Project)
Environment & Economy
Oxfordshire County Council
Speedwell House
Speedwell Street
Oxford
OX1 1NE

Or e-mail us at:
Traffic.Consult@Oxfordshire.gov.uk

The deadline for comments is:
Wednesday 23rd March 2016

You can also view all the information presented today and comment on the latest plans via the county council’s webpage:

www.oxfordshire.gov.uk/accessheadington