

# Access to Headington - Traffic Regulation Order (TRO) consultation

Ends: 25 Mar 2016

## View Response

Answers to Access to Headington - Traffic Regulation Order (TRO) consultation

### COMPLETE RESPONSE

Response ID #460000. Submitted on 19 Mar 2016 15:46 by Harwell Campus Bicycle Users Group - HarBUG

1

What is your name?

You must provide an answer to this question.

Kevin Wilkinson

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What is your address?

You must provide an answer to this question.

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Are you a member of the public or responding on behalf of a stakeholder?

Select one option.

- Member of the public
- Stakeholder
- Other

If a stakeholder or other please specify.

Harwell Campus Bicycle Users Group

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Please provide us with your comments on the Traffic Regulation Orders proposed for Access to Headington.

This proposal is Oxfordshire's first cycle super route but the expectations of a cycle super route have not been encompassed into the design. This may be due to the lack of a published design standard or the information not being passed to the Traffic Engineers.

A cycle super route should be designed to allow for a high capacity of cyclists travelling on a direct continuous path at reasonable speeds without breaking the journey flow i.e. giving way at side roads and private drives, cyclists dismount signs etc.

Due to the amount of cyclists and speed, a cycle super route is not suitable for shared use paths. There needs to be a physical segregation from pedestrians, not just White lines, also the two paths will have different traffic priorities. The route also needs segregation or semi segregation from the main carriageway.

There are many good examples of cycle super routes in the UK and Europe, unfortunately the Access to Headington scheme falls short when compared to accepted best practice.

The current proposals are a mixture of on-road, off-road and shared used paths resulting in a incoherent design which will cause confusion for cyclists, pedestrians and drivers. HarBUG believes that the Traffic Regulation Orders should be reviewed and re-designed. Access to Headington will become the 'blueprint' for future cycle super routes and premium routes which we hope will be rolled out to other parts of the county, including the Science Vale.

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Please give us details of any comments relating to any other aspect of this consultation?

«No response»

**Thank you**

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All comments we receive will be read and considered carefully. Please note that decisions on this scheme will depend on a range of factors, not just the outcomes of this consultation. Examples of other factors include financial and technical constraints and our overall transport strategy. Please note the closing date for this consultation is 25 March 2016.

Thank you again