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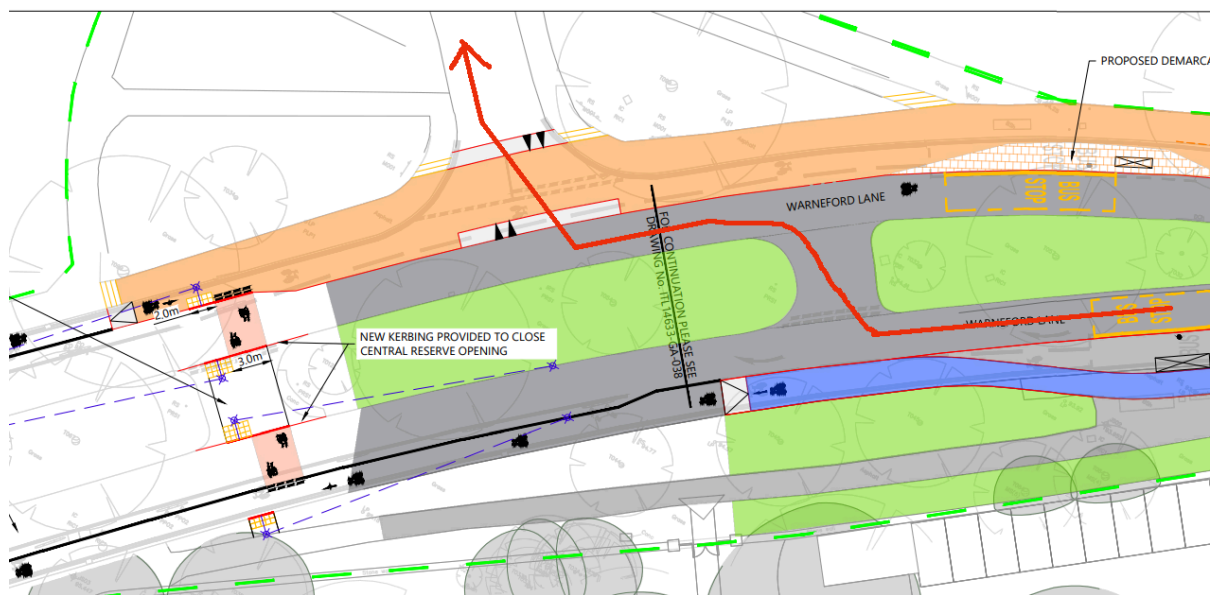
25th January 2025

Re: **25/01859/OUTFUL** "Warneford Park" planning application - Oxfordshire Liveable Streets comments

This is Part 3 of our response to this development application, responding to the revised transport plans posted on 9th January.

The revised plans for walking and cycling infrastructure around the development have taken on board most of our suggestions and are greatly improved.

Our one major concern now is with the design of Warneford Lane, and in particular with the proposed closure of the western u-turn allowing access to Cheney Lane. This will push more motor traffic onto the roundabout at the Divinity Rd-Morrell Ave-Warneford Lane roundabout, which already carries significantly too much traffic for cycling to be accessible (well over the 2000pcu/day threshold in LTN 1/20). It will also result, when traffic levels are low, in some drivers using the eastern u-turn illegally, performing the manoeuvre illustrated below, which will save them 0.5 kilometres or about a minute.



This will create a significant hazard, especially for people walking and cycling who will not be expecting or looking out for vehicles approaching from the wrong direction.

We continue to object to the planned increase in car parking provision, because that would significantly undermine the transport plans for the entire city, as embodied in the Central Oxfordshire Travel Plan, and harm Headington in particular. As well as the direct effects of increased motor traffic on road safety, air pollution and noise pollution, the increase in motor traffic would push back, or even make impossible, the traffic reduction necessary for safe junction redesigns, most obviously at the Plain, the London Rd-Headley Way junction, and the Old Rd-Windmill Rd-Slade junction.