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**RESPONSE TO CONSULTATION: Hollow Way (Oxford) proposed parking amendments**

We live in the Lye Valley estate and are regular users of Hollow Way as cyclists. Some qualifying comments on this initiative and what should be part of the changes made:

Hollow Way is to be the location of a Traffic Filter which will, hopefully, radically reduce traffic on a road which is severely congested in rush hour-school run times. Unfortunately, the pattern of time planned for the Traffic Filter is insufficient to secure a real impact on excessive traffic levels. Specifically, the Traffic Filter should be operating 7.00am-7.00pm Monday to Sunday as is proposed for most of the other traffic filters.[[1]](#footnote-1)

The Corner House roundabout is unfit for purpose and drivers often do not recognise it as a roundabout, especially when traffic and cyclists are attempting to travel north out of Hollow Way. They try to drive straight across the area from west or east and there’s a lot of abuse/shouting when others try to proceed especially from Hollow Way into Horspath Driftway. The Traffic Filter on Hollow Way will increase traffic proceeding from the eastern by pass through Hollow Way, into the Slade and towards the exceptionally congested Slade-Windmill Road-Old Road junction. It will also increase traffic on Garsington Road heading towards the junction with Hollow Way close to the Original Swan public house. Whilst we strongly support a Traffic Filter on Hollow Way, if nothing is done to deal with this series of problems, then we cannot see anything other than quickly escalating serious difficulties throughout this area.

We suggest: traffic lights at the north end of Hollow Way and at the nearby sections of the Slade and Horspath Driftway, with pedestrian crossings. The intention would be to radically discourage movement through this area by vehicle and help to relive pressures at the Slade-Windmill Road-Old Road junction. Garsington Road should be access only from the eastern by pass into the local housing/industrial estate. Steel bollards should be placed to the east of the pedestrian crossing which is already located at the south of Hollow Way on the eastern side. This would alleviate the traffic congestion at the truly awful Hollow Way-Oxford Road-Garsington Road-Between Towns Road interchange.

Turning to the consultation:

We agree with some comments made by Danny Yee on this consultation, for example:

“There is no mention of walking, wheeling or cycling, or of Vision Zero; nor are the broader effects on the lives of people considered. There is no discussion of traffic speed, though one of the central concerns with removing the parking is that it will result in people driving faster. And there is no mention of air pollution or noise pollution, which the scheme is likely to make better in some locations and worse in others.”[[2]](#footnote-2)

And we agree with him that all existing pedestrian crossings, and additional ones we propose here, should be raised above the road surface and coloured, to reduce traffic speeds.

As a basic principle, removal of car parking spaces should be accompanied by widening pavements to ensure traffic speeds are not increased by such removals.

Liveried delivery vehicles might need an exemption for deliveries to businesses and homes in this area. Turning some car parking spaces into ‘delivery bay only’ locations should be considered, and will need enforcement.

We are concerned that there may be impacts upon businesses on Hollow Way from parking reductions. Whilst businesses do appear not to recognise how many customers visit their businesses on foot or by bike, or by public transport, it’s not clear to us how their needs are to be considered as part of this process. We would support:

* Only retaining some parking on one side, and only proximate to businesses
* Seeing if nearby locations are already providing parking to some businesses e.g. Smith and Low have their own car park, and whether these might be shared with any other businesses
* Creating flat, and much wider, rather than severely cambered and inadequate cycle tracks along the sides of Hollow Way between the Corner House roundabout and the junction with Barracks Lane.
* Considering a one-way system on Hollow Way south of the junction with Barracks Lane and putting in a two way cycle track on one side of the road, next to a widened pavement. Buses to go south on this section only; northbound buses would require re-routing eg, no 10 to go from the junction with the southern end of Hollow Way into Garsington Road, north on the eastern by pass and into Horspath Driftway to resume its route towards the JR.

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1. See for useful explanations: <https://oxfordtrafficfilters.co.uk/?link_id=3&can_id=5e4bc0fed6c3dc2db42c6f59fdc3526c&source=email-events-consultations-and-a-new-leaflet-to-share-3&email_referrer=email_2293932&email_subject=_-our-new-traffic-filters-website-has-launched-_> [↑](#footnote-ref-1)
2. <https://wanderingdanny.com/oxford/2024/10/hollow-way-parking-removal/> [↑](#footnote-ref-2)