Executive Summary

As part of Oxford Cycle City, the City Council has recently consulted on ways to make simple improvements on existing cycle routes that can be achieved quickly and at modest cost. This has focused on:

- Small changes to cycle lanes and junction markings
- Potential for removing barriers that obstruct cyclists
- Plans to improve signage on three ‘quiet’ cycle routes.

The consultation

By means of email and online consultation, we invited suggestions and comments from contacts with an interest in cycling, transport, planning and sports & leisure.

A stakeholder workshop was held which allowed officers to gather ideas through group discussion. Suggestions made in the workshop are included in the analysis set out in this report.

Results

The City Council received a total of 650 suggestions and comments from 156 respondents. 59 of these suggested removing barriers from particular locations, 161 suggested changes to cycle lane, road or junction markings, and 56 comments related to signage. An additional 167 comments suggested other small-scale measures.

The graph below separates suggestions that are considered potentially deliverable in the short term, and those that might be delivered in the longer term.

<table>
<thead>
<tr>
<th>Suggestions</th>
<th>Short term</th>
<th>Longer term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remove barriers</td>
<td>20</td>
<td>39</td>
</tr>
<tr>
<td>Improve markings</td>
<td>100</td>
<td>61</td>
</tr>
<tr>
<td>Improve signage</td>
<td>50</td>
<td>41</td>
</tr>
<tr>
<td>Other improvements</td>
<td>30</td>
<td>46</td>
</tr>
</tbody>
</table>

Some commonly made suggestions are detailed later in this report.

Approximately 200 comments were additionally made that provided helpful feedback, but which fall outside the scope of Oxford Cycle City.

Next steps

The City Council will work with partners to identify and implement schemes suggested through the consultation. We will seek to improve things at the locations most likely to encourage cycling, and in a way that improves the most heavily used parts of the cycle network.

We will update our website with further information as the project progresses.
Introduction

Oxford City Council is committed to improving the existing cycle network. We have recently consulted on ways to make simple improvements on existing cycle routes that can be achieved quickly and at modest cost, subject in most cases to the approval of Oxfordshire County Council as local highway authority. We asked for specific suggestions on the following:

1. Modest changes to existing cycle lanes that would aid cycling on existing on-carriageway and off-carriageway cycle lanes.

2. Modest changes to existing junction markings that would aid cyclists in navigating more safely and easily through them (these cannot include major junction changes such as relocating islands and crossings).

3. Removing physical barriers that obstruct legitimate cycling. For example, existing cycle barriers which were installed to manage inappropriate users of a cycle track, but may not now be necessary.

A further priority is to improve the way some existing routes are signed, and to raise their profile for cyclists. To begin with, we are focusing on three indicative ‘quiet’ routes that use existing streets and cycle paths. We asked for suggestions as to how this can best be done, for example by identifying locations on these routes where cyclists may easily take a wrong turn. The three routes we were most interested in hearing about were:

- East Oxford: Cowley (Rymers Lane) to City centre;
- Headington: Barton area to City centre;
- South-east Oxford: Littlemore to City centre.

We also asked for suggestions for other minor improvements to the Oxford cycle network.

Consultation scope

The consultation was primarily aimed at stakeholder groups and individuals who have been actively involved with the Oxford Cycle City project. We also wanted to involve local representatives at the neighbourhood level, to gain valuable local perspective.

Consultation methods

The following were invited first hand to take part in the consultation (some via the Workshop – see below):

- Oxford Cycle City Stakeholders (participants in previous stakeholder meetings)
- Representatives of Low Carbon Oxford
- All Oxford City Council Members
- Oxfordshire County Council (through officers)
- Residents’ Associations.

In addition, the City Council’s Econsult system was used to invite those who had registered online as being interested in one or more of the following areas of Council activities:

- Planning and Regeneration
- Transport and Parking
- Sports and Leisure

Also, an invite-only workshop was held, attended by City Development Board Member, Cllr Colin Cook, and Council officers from City Development and Environmental Development
Consultation outcomes

A total of 650 comments was received (note some respondents provided multiple comments). Organisations responding included Cyclox, Sustrans and the University of Oxford. Most responses came from individuals who have experience of cycling in Oxford. There were a large number of respondents who work for the University of Oxford, perhaps reflecting effective communication networks within the collegiate University, and the large number of people who work for the University and cycle to work. The comments database also includes those made at the workshop (see below).

The comments can be broken down as follows:

**Table 1**: Schemes that are realistically deliverable and within the scope of this consultation

<table>
<thead>
<tr>
<th>Suggestions</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>for barrier removal</td>
<td>58</td>
</tr>
<tr>
<td>for minor road marking/line improvements</td>
<td>93</td>
</tr>
<tr>
<td>for signage improvements</td>
<td>53</td>
</tr>
<tr>
<td>Other types of improvement (e.g. dropped kerbs)</td>
<td>44</td>
</tr>
</tbody>
</table>

**Table 2**: Schemes that are aspirational or could be progressed at a later stage of Cycle City

<table>
<thead>
<tr>
<th>Suggestions</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>for barrier removal</td>
<td>1</td>
</tr>
<tr>
<td>for minor road marking/line improvements</td>
<td>68</td>
</tr>
<tr>
<td>for signage improvements</td>
<td>3</td>
</tr>
<tr>
<td>Other types of improvement (e.g. cycle parking)</td>
<td>123</td>
</tr>
</tbody>
</table>

Additionally there were around 200 comments that provided helpful feedback on general issues relating to cycling, but cannot be taken forward currently by Cycle City. These are comments requesting maintenance or enforcement actions, are not specific, or did not relate to improving the cycle network (e.g. “Too many potholes in ‘X’ location”, “Cyclists behave badly here”, or “More cycle lanes in Oxford”. Specific requests may be passed on to those bodies responsible for maintenance or enforcement.

Workshop

The stakeholder workshop was designed to generate further suggestions for minor improvements to the network. Maps were available to allow attendees to pinpoint locations for improvements, and relate these to the wider network.

Four discussion groups were assembled to provide ideas for four broad geographical areas: North, East, South and West. A feedback session followed to allow all to respond on feedback from each group and add to suggestions further. All attendees were also asked to give ideas for improving signage on the three routes identified for improvement.

Four facilitators at the event made notes of suggested improvements. Sticky notes were also used on some maps. Comment forms were also available for more detailed written comments. All these suggestions have been recorded in the comments database. A workshop report is also appended to this report, summarising the suggestions and discussion.

Summary of comments

This summary covers only the comments that are considered to be both within the scope of the Minor Network Improvements (or ‘quick win’) category, and realistically deliverable within a short timeframe. It is not a comprehensive analysis, but intended to provide a ‘flavour’ of the comments received.

Locations and routes commonly mentioned for **barrier removal** are:
University Parks Route
There were several comments suggesting that the barriers on this route are difficult for cyclists to negotiate, particularly for disabled cyclists and in the dark. Suggested that these are redesigned to improve convenience and accessibility for cyclists.

Parks Road cycle path
Some respondents requested removal of the barriers at side accesses to buildings along the route. These are seen as unnecessary and a significant inconvenience to cyclists on this popular route.

Folly Bridge
Comments were made requesting that the barriers on the southern towpath, just to the west of the Toucan crossing, are a major inconvenience to cyclists using this local route. Removal or redesign is ideally required.

New College Lane
Some felt that the barrier close to the rear entrance to New College (which prevents through motor traffic) does not allow enough space for cyclists to pass through on one side or the other.

Boundary Brook Path (Cricket Road/Oxford Road, Cowley)
Some suggested that it would be beneficial to cyclists if barriers on this route were removed or modified. (Note from report author: this path is not currently designated as a cycle path.)

Barracks Lane
Comments were made that the new barriers erected at each end of Barracks Lane pose a major inconvenience, or even a safety risk, to cyclists using this local cycle route. Requests that these are modified or removed.

Other locations mentioned were Boults Lane, Marston; Osney Lock; Asquith Road; Fairlie Road; Norham Gardens; Iffley Mead/Cavell Road; Cheney Lane; Castle Mill Stream path; Oxpens route south of Ice Rink; A40 foot/cycle bridge, Cuttesloe; Green Road Roundabout underpass; Friar's Wharf; Perrin Street; Botley Road cycle path; Rippington Drive; Lamb and Flag Passage; Kings Cross Lane; Blackberry Lane; Gillians Park; Fry's Hill; Heyford Hill footbridge; Sandfield Road (hospital access); Catte Street (junction with High Street); Boswell Road link to Business Park; Meadow Lane.
Locations and routes commonly mentioned for improved line or junction markings are:

**London Place / Morrell Avenue**
A number of detailed improvements were suggested for this busy junction. Clearer markings for, and improvements to, shared footway/cycleway sections were suggested, and also improvements to the junction with Morrell Avenue for cyclists.

**Parks Road / South Parks Road junction**
Respondents felt that the current arrangement is lacking as the off-road cycle path on Parks Road ends before the corner, which causes inconvenience and safety issues for cyclists having to suddenly rejoin the carriageway near to the traffic light junction.

**Little Clarendon Street**
There were suggestions that safety for cyclists would be much improved at the junction with Woodstock Road if the contraflow cycle lane markings were extended all the way up to the junction, as oncoming traffic may not always be aware of oncoming cyclists under current arrangements.

**The Plain**
Concerns were raised over the safety of cyclists approaching The Plain roundabout from various entrances. For example clearer indication of how cyclists should safely merge with other traffic towards Cowley Road or Iffley Road from Magdalen Bridge, and generally clearer markings on and approaching the roundabout (e.g. from St. Clements).

**Green Road Roundabout**
Respondents identified conflicts between cyclists and pedestrians at the underpass. There were also improvements suggested for the routes available to cyclists accessing and exiting the underpasses from London Road, and to improve the cycle priority markings at the junction with Bayswater Road.

*Other locations/issues mentioned were conflicts with shared foot/cycleways and bus stops; paint continuous cycle lanes across traffic light junctions (various junctions); Oxford Road, Cowley (outward bound at junction); Barns Road; Church Cowley Road; Windmill Road; Kennett Road; New High Street; Brookside (London Road); Gypsy Lane; South Parks Road; Queen Street/Cornmarket; Folly Bridge/Thames Street junction; Iffley Road (to bypass parked cars); Banbury Road/Marston Ferry Road junction; Botley Road; Rose Hill Roundabout; Marlborough Road and Wytham Street; Donnington Bridge/Towpath junction; Longwall Street; Lime Walk (including junction with London Road); London Road/Headley Way junction outbound; Little Clarendon St/Wellington Square junction; Parks Road/Banbury Road junction; Butterwyke Close/Speedwell Street; Marson Road junctions with Harberton Mead and William Street; Banbury Road near Lovelace Road; Warneford Lane; High*
Street/Longwall Street junction; Turl Street; Barton Road/London road junction; Hawkkesmore Road cycle path; St Giles outbound; St Cross Road, southbound; Garsington Rd, outbound from Ring Rd; Oxpens Rd near Osney Lane; Abingdon Road at Gordon Woodward Way; South Parade; Park End Street.

Other suggestions for ‘quick wins’ that could be looked into include:

- Providing dropped kerbs (various locations suggested)
- Introducing ‘cycle bypasses’ at traffic-calming pinch points (e.g. Rymers Lane and Cricket Road), and other modifications to traffic calming
- Minor changes to highway geometry to improve safety for cyclists (e.g. Meadow Lane/Church Lane, Iffley)
- Obstructive/dangerous street clutter removal (e.g. Fern Hill underpass on the Ring Road cycle track)
- Safety mirrors erected at blind corners to see oncoming vehicles (e.g. Queens Lane)
- Provide better path surface on short links (e.g. Fry’s Hill Park into Kassam Stadium car park)
- Better lighting to improve safety (e.g. Ring Road cycle path Rose Hill roundabout to Heyford Hill roundabout).

What happens next

As set out in the consultation material, the priority is to determine and implement small ‘quick win’ improvements to the cycle network, focusing on modifying or removing cycle barriers, and making small improvements to road markings that assist or encourage cycling.

All comments have been looked at by the Cycle City project lead officer. Those that are felt to be both easily achievable and effective will inform which schemes are ultimately implemented. The schemes taken forward will also try to improve things at the locations most likely to encourage cycling, and which integrate best with the most heavily used parts of the cycle network.

We will update our website with further information as the project progresses.