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**COUNTY COUNCIL CONSULTATION – BIKE PARKING**

The Cowley Area Transport Group (CATG) is a loose network of individuals interested in transport issues, covering the council wards of Cowley and Lye Valley plus Temple Cowley, in Oxford. It has already been responsible for the *Cowley Area Transport Strategy* – 2nd edition 2018,[[1]](#footnote-1) based on consultations with residents.

Whilst CATG is interested in local transport improvements in its main area of coverage, it also has wider concerns about transport which it will raise in reports on specific topics periodically. The first of these, on Electronic Road Pricing for Oxford,[[2]](#footnote-2) was sent to key County Councillors on 15th November 2018 and can also be made available to City Council officers or councillors who want to read it. CATG has also responded to public consultations periodically.

Comments:

We agree that the County Council needs to consistently provide adequate space for cycle parking: we share the concern already expressed by Cyclox:

*“It appears that according to the published plans, the Sheffield stands featuring in the new cycle parking provision are to be placed either 800m or 1000mm apart (centre to centre). We note:
(a) that the UK Department for Transport’s current guidance suggests that spacing of a minimum of 1000–1200mm is necessary to accommodate two bicycles on each stand*.
(*b) that most of the Sheffield stands in the Council’s plans are shown as laid out so as to be at an angle of around 50º relative to the line of the street. The effective spacing between stands whose centres are 1000mm apart at this angle would be 766mm. The effective spacing between stands whose centres are 800mm apart at this angle would be 613mm.
We urge the Council to ensure that it avoids the false economy of sub-1000mm effective spacing.”*

Secondly, the City Centre environment needs far more pedestrianisation, pedestrian priority areas and good through routes for both cycling and walking. In areas where pedestrianisation is introduced – we suggest Broad Street, Little Clarendon Street, Queen Street, most of St. Giles as preliminary steps – through cycle routes must be marked for both directions of travel. In each location, we suggest cycle parking above and beyond the current proposals. In areas of highest use, Carfax and the rail station, double-deck cycle parking as can be seen at Hillingdon Underground station should be introduced.

The Gilligan Report which promised £150m to improving cycling-friendly infrastructure in Oxford should be promoted strongly for implementation.[[3]](#footnote-3)

Some specific comments:

Provision of additional cycle parking in Oxford City Centre is greatly to be welcomed. However, the proposed additional bike racks are nowhere near sufficient to the pent up demand and will certainly not accommodate any additional demand which may be caused by the emergency measures to encourage more walking and cycling.

New Road – please consider two storey bike parking here. As the racks are next to a high stone wall the full height of the wall could be utilised.

Queen Street – the extra stands are very welcome but this is an area of high demand. Given the availability of a long stretch of wide pavement here there should be room for more bike stands, for example in front of Marks and Spencer’s.

Turl Street. A mere two bike racks is not adequate to the demand in this area. If parked cars were removed from the Southern, trafficked end of Turl Street there would be room for far more bike racks.

Speedwell Street. The existing bike racks are against a plain brick wall. There is sufficient height to allow for double decker cycle parking here.

Wellington Square – far more bike stands are needed here. There are multiple opportunities for bike parking on three of the four corners of Wellington Place, including a missed opportunity to put double decker bike parking against a wall.

Please do consider how you can scale up this provision and be more ambitious.

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1. A 3rd edition is due summer 2020, but depends upon the ending of the Coronavirus lockdown for local consultation work. [↑](#footnote-ref-1)
2. Available at: <https://bit.ly/2VdV3Ez> [↑](#footnote-ref-2)
3. <https://www.nic.org.uk/publications/running-out-of-road-investing-in-cycling-in-cambridge-milton-keynes-and-oxford/> [↑](#footnote-ref-3)