**To:** Planning at Oxford City Council

**From:** Hazel and Steve Dawe, Cowley Area Transport Group

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**REDEVELOPMENT OF TEMPLARS SQUARE (MODIFICATIONS)**

**Comments on:** <https://public.oxford.gov.uk/online-applications/files/B93FB27A35BFAF291584931FF7592855/pdf/16_03006_FUL-PROPOSED_SITE_PLAN-2518440.pdf>

**Proposed site plan, revised drawing.**

The drawing shows a cycle lane on the Southern side of Between Towns Road leading from Oxford Road which suddenly ceases several yards before the crossroads with Crowell Road/ John Allen Centre. This is exactly the problem Andrew Gilligan identified in his report ‘Running out of Road’. Junctions are where cyclists most need protection and ‘at no main road junction in Oxford has truly adequate provision been made for cyclists.’[[1]](#footnote-1) This is dangerous and does not conform with the County council designation of Between towns Road/ Church Cowley Road as a Quickway Cycle Route – for which a stakeholder meeting is planned on Monday 14TH June.

The aim of a quickway cycle route is to provide a continuous route for cyclists with minimal delay, diversions or the need to stop and allowing a consistent 15 - 20mph cycling speed.  Where possible each quickway will have the following four main elements:

•         Minimum of 1.5m cycle lane where possible or on-road cycle symbols;

•         Advanced Stop Lines at each signalised junction and pedestrian crossing;

•         Removal of on-street parking spaces where required; and

•         Removal of centre lines where feasible.

Local Transport Note 1/20 sees 1.5m as the absolute minimum width requirement for a cycle lane or cycle track with 2m desirable. Cargo bikes, which are already in use in Oxford require a minimum 1.7m. This should be factored into all new cycling infrastructure to facilitate deliveries by bicycle instead of motor vehicle for all last mile deliveries within the city.

The gap in the cycle track makes it virtually impossible for cyclists to access the advanced stop line provided. It is also a breach of policy 10.3. of Core design principles, of Local Transport Note 1/20 of July 2020, Department for Transport.

DfT Local Transport Note 1/20 says that

‘Junctions should be designed to remove or manage conflicts between cyclists motor traffic and pedestrians by one or more of the following:

separating cyclists from motor traffic and pedestrians in space or time;

banning one or more motor traffic movements;

providing priority for cyclists over motor traffic; and/or

reducing the speed and volume of motor traffic movements so that cyclists can be safely integrated with them.

This plan does none of the above and is therefore in breach of national cycle design standards.

In addition, both cycle lanes cease abruptly several metres short of the traffic light junction. There is no cycle lane for cyclists to continue their journey along Between Towns Road once they have crossed the junctions. This is a breach of Oxfordshire cycling design standards for busier roads (over 5000 Annual Average Daily Traffic, AADT) 3.2.1 and 3.2.2. According to the developers own consultants Between Towns Road already carries between 6,520 and 11.510 AADT. After completion of the development they estimate the AADT at 7,324 to 12,707.[[2]](#footnote-2) No continuing cycle lane in the other direction is a breach of Local Transport Note 1/20 4.2.11; providing dedicated and protected cycle space’ on busy roads.

‘Cycle users should be provided with space to cycle [which] allows cycle users not to be obstructed when vehicle congestion causes slow or stationary traffic.’ This is precisely the situation on approach to the traffic light junction. This design blocks cycle users from approaching the junction through traffic held at a red light and therefore from using the Advanced Stop Line provided.

In addition the developers report identifies Crowell Road as having over 5,000 AADT after completion of the development turning it into a busy road. Crowell Road was part of the designated cycle route linking Blackbird Leys to the City Centre. Thus, Crowell Road too would require a fully segregated cycle track of at least 1.5 m width according to both the Local Transport Note 1/20 and Oxfordshire cycling design standards. Alternatively, given that Beauchamp Road is now a quiet road thanks to the newly installed traffic filter, this could become the alternative cycle route. Currently cyclists are allocated the traffic light crossing to turn right onto Crowell Road as a ‘safe’ means of crossing Between Towns Road. reallocating Beauchamp Lane as the cycle route requires the installation of a safe means for cyclists to cross from Beauchamp Lane to Rymers Lane. This requires consultation with the cycling stakeholders and, preferably also with cycling experienced highways engineers.

As Church Cowley Road/ Between Towns Road carries well over 5000 AADT Oxfordshire Cycling Design Standards specify stepped cycle tracks rather than just a painted cycle lane which seems to be indicated by the technical drawing. Local Transport No 1/20 specifies at 6.1.6. that painted cycle lanes are unacceptable for safe cycling on busy or fast roads. Between Towns Road is a very busy road. I do hope that you will ensure that a full stepped cycle track of at least 1.7m width is provided for the full length of the road?

Hazel and Steve Dawe, Cowley Area transport group.

1. Andrew Gilligan, Running out of Road, report for the National Infrastructure Commission, paragraph 53 [↑](#footnote-ref-1)
2. Oxford Templars Square, Air Quality Assessment Update, wood. for NewRiver REIT UK Ltd, appendix B1 and B3 [↑](#footnote-ref-2)