**Quickways stakeholder consultation comments**

1. Between Towns Road general arrangement layout 1 of three – this is actually Church Cowley road

The cycle track on Church Cowley Road narrows to 1.35m on the approach to the junction with Henley Avenue. This is not acceptable on a quickway where 1.5m must be the minimum width. 1.7m width would be more desirable as this allows for cargo bikes – which the city council wants to encourage in the urban area of Oxford.

Provision to help cyclists turn right out of Church Cowley road onto Henley Avenue (not Helley Avenue) is needed: this could be road markings or, preferably, a traffic island. Local Transport Note 1/20 paragraph 10.3.6 Separating streams will generally be appropriate at junctions on major roads when protected space for cycling is provided on links. Integration where motor traffic speeds and flows are low enough for cyclists to share the carriageway – which they are not on Church Cowley road. Therefore segregated cycle provision on the junction would be more in line with LTN 1/20.

As Church Cowley Road/ Between Towns Road carries well over 5000 Annual Average Daily Traffic movements (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?

Andrew Gilligan clearly said that cycling should come first not last and traffic needs to accommodate to cycling in his report ‘Running out of Road’.

1. BTR general arrangement layout 2 of 3

Right turn into Rymers Lane is improved Does it include a marking for right turn into Beauchamp lane? Not clear from the drawing. Also the cycle lane on the south side of the road is non existent.

New orcas are great from John Allen – why can’t we have them all the way along Church Cowley road as well?

1. BTR general arrangement layout 3 of 3

Get rid of the bus turning circle and reroute buses. 10 should go from Iffley Road through Church Cowley Road and Between Towns Road to eliminate the need to turn. The two rural buses could use Hollow Way for a turning loop as soon as the bus gate is installed.

No improvements at all on the Barns Road roundabout for cyclists. There is room here for a full Dutch style cycling roundabout.

No provision has been made for the desire line from the footpath from St Omer Road to allow cyclists and pedestrians to cross BTR safely. This desire line is used extensively by school children. Good to see right turn from BTR onto Oxford Road marked for cyclists.

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.

The new bus lane needs to be marked as bus and cycle lane

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.[[1]](#footnote-1) 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. The angled cycle lane connection from the edge of the road to the middle to connect with the turn right lane suggested by Grahame Smith is to be commended. NB his comment that the angle must be comfortable./ convenient for cycling.

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.

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

1. Oxford Templars Square, Air Quality Assessment Update, wood. for NewRiver REIT UK Ltd, appendix B1 and B3 [↑](#footnote-ref-1)