**To: Oxfordshire County Council, Quickways stakeholder consultation**

**From: Dr Hazel Dawe, Cowley Area Transport Group: www.catg.org.uk**

The general approach here is still the wrong one. Andrew Gilligan made it clear in his report on cycling provision in Oxford, *Running out of road*, that cycling provision should be considered first and provision for motor vehicles comes after and is a lower priority. and Local Transport Note 1/20 agrees with him, but that is not the case here. There are still disjointed cycle routes which evaporate where there are parked cars, bus stops or bus lanes and unsafe junctions with no attempt to make cycling across them safer. This is not good enough. Oxford’s cyclists deserve better.

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

Provision to help cyclists turn right out of Church Cowley Road onto Henley 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 is only appropriate 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. Alternatively, cyclists could be given an advanced green phase on the traffic lights before car drivers get a green light. Additionally, cycle lanes ceasing to exist because provision is made for car parking, bus stops and bus lanes is a breach of LTN 1/20. Policy 6 states Cycle facilities should preferably be located between parked and service vehicles and the footway… The alternative is the provision used on Windmill Road where a coloured cycle track with elephant feet carries on beyond the cycle parking reducing the road width available to motor vehicles. Policy 6 also states that dedicated space for cycling should continue past bus and tram stops – this is breached in several places along Church Cowley Road and Between Towns Road.

As Church Cowley Road/ Between Towns Road carries up to 11,000+ Annual Average Daily Traffic movements (AADT), Oxfordshire Cycling Design Standards specify stepped cycle tracks rather than the proposed painted cycle lane. 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. We 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.

Thank you for widening the cycle lane at the junction with Henley Avenue. However, there is still a 1.35 wide section at Eleanor Close.

1. BTR general arrangement layout 2 of 3

Right turn into Rymers Lane is improved. However, the cycle lane on the south side of the road is non-existent. This is unacceptable.

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. The 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.

There are no improvements at all on the Barns Road roundabout for cyclists. There is room here for a full Dutch style cycling roundabout. A draft design already exists created by a Cyclox member.

Provision is needed to allow cyclists and pedestrians to cross BTR safely on the desire line from the footpath from St Omer Road. 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.”

This has not been adequately provided for. All junctions are still dangerous for cyclists, particularly those wanting to turn right.

In addition, both cycle lanes cease abruptly several metres short of the traffic light junction at Crowell Road/ John Allen. 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 Oxford Road 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 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 10.3.6 of Core design principles, of Local Transport Note 1/20 of July 2020, Department for Transport. ‘Separating [cycle and motor traffic] streams will generally be appropriate at junctions along major roads when protected space for cycling is provided on the links.’

This plan does none of the above and is therefore in breach of national cycle design standards. Councils have a legal duty to ensure that their cycling infrastructure complies with the latest, most up to date guidelines. These plans do not do so.

**Cowley Road**

The cycle lane on Cowley Road is not continuous. It still has large gaps especially in the busiest areas e.g. around Manzil Way. LTN 1/20 says:

**“Coherent**

4.2.4 Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality. Abrupt reductions in the quality of provision for cyclists….will mean that an otherwise serviceable route becomes unusable by most potential users.

4.2.5 Main roads are often the only direct coherent route available to move between places, but these are usually the roads where people most fear the danger from motor vehicles. Consequently the provision of adequately safe, attractive and comfortable facilities along these roads is crucial to creating a coherent cycling network.”

Whilst 1.575m wide cycle lanes are above the County’s quickways requirement, LTN1/20 sees 1.5m as the absolute minimum which should only be used when there is a physical constraint on an existing road (5.5.2). Where there are 200 – 800 peak hours cycle movements per hour the absolute minimum width rises to 2.00m with 2.2 being the desirable minimum width.

Unless the 20mph speed limits are enforced they will not protect cyclists. Whilst most motorists do observe the limits there are always exceptions – especially at weekends.

Cowley Road is a scary road for cyclists. Until the council is prepared to segregate cyclists from traffic it will remain so. Simply narrowing the carriageway and reducing speed is not enough. Mixing cyclists with traffic is only permissible for quiet roads not for a busy road such as Cowley Road. LTN 1/20 says at ‘7.1. Most people…will not feel comfortable on a carriageway with more than 2,500 vehicles per day and speeds of more than 20mph.’ Whilst a 20mph speed limit has been introduced, Cowley Road has more than 10,000 vehicles per day near The Plain; at its outer limits, Garsington Road, 19,800 were measured in 2019. Yet the cycle lane here is neither convenient nor coherent. This makes it imperative that cyclists should be segregated from traffic on such a busy road, yet, no attempt has been made to achieve this along much of this road. The cycle track is not continuous – in breach of county design standards and LTN 1/20.

**St Clements Street**

The zig zag markings to either side of the pedestrian crossing nearest The Plain interrupt the cycle lane for a considerable length just as cyclists approach the roundabout. This encourages motor vehicles to crowd out cyclists on this approach creating a dangerous situation for cyclists. As the cycle lane nears the crossing, and as it continues to The Plain, the width reduces to 1.40m. This is below even the Councill’s stipulated 1.50m for a quickway and is unacceptable. At London Place and adjacent the Northern cycle lane reduces to 1.35m – this is unacceptable.

The proposed addition of Orcas at several sites is welcome.

**Iffley Road**

The section of cycle track near The Plain is far too narrow 1.2m for much of its length widening to 1.375m until Circus Street, reducing again to 1.375 near Jeune Street – which is still less than the 1.5m minimum for a quickway.

**The cycle lane to ride straight across the mouth of Donnington Bridge Road is in the wrong place. it puts cyclists directly in front of the left turn lane for motorists instead of in front of the straight ahead lane for motorists. This creates conflict between cyclists and motorists and is very dangerous.**

If officers are not minded to change this layout then they MUST give an advanced green traffic light phase for cyclists if they wish to avoid collisions with left turning motorists. Most of the London cycling fatalities have been caused by left turning HGVs.

Freelands Road – I often cross Iffley Road here and turn right on my bike. There is not much to keep me safe. This is a complex crossing given how close it is to the traffic lights to the West (Donnington Bridge Road) and Iffley Turn to the right.

Will the footway build out next to the bus stop have ramps or a kerb? If kerb then you are making it very difficult for cyclists to access the Boundary Brook cycle way. I can see no clear cycle route from Freelands Road to Boundary Brook. Similarly, how are cyclists supposed to get from Iffley Turn to Cornwallis Road or cross the Iffley Road to the Turn from Boundary Brook?

There is no protection for cyclists coming out of Church Cowley Road and turning right onto Henley Avenue even though this is a dangerous manoeuvre.

**Why are there no improvements to the arrangements at the junction with Newman Road for cyclists?**

**Morrell Avenue / Warneford Lane**

Drawing 1 of 3

The cycle lane on the approach to the traffic lights is too narrow for a quickway at 1.35m. A cycle bypass from Morrell Avenue into St Clements Road on the pavement as happens elsewhere in Oxford would be desirable. It is noticeable that cyclists who use this junction frequently already use the pavement to bypass the long wait at the red light.

Generally, there are still too many gaps in the cycle lane. This is not coherent provision. The removal of the parking bays is to be welcomed but surely, this then provides sufficient space for cycle lanes on both sides of Morrell Avenue?

3 of 3

Removing car parking and widening the cycle lanes is a big improvement. Access from Warneford Lane to Divinity Road has also been improved. However, cycling from Warneford Lane to Morrell Avenue has been made more dangerous because of the markings implying that all cyclists should stick to the left border of the roundabout. Please include a right turn cycle lane or remove those markings. A ramp from the pavement opposite the gate to the park would facilitate cyclists who already use the park to cross from Cheney Lane to Warneford Lane to join the flow of cyclists. However, your layout does not make it easy to exit the park by bike and join the roundabout to cycle to Divinity Road.

**Donnington Bridge Road**

At the junction with Freelands Road, in addition to the Keep Clear markings, a left turn marking for cyclists is needed to get motorists to allow cyclists to cross here. This is currently almost impossible and extremely dangerous even though it is a major link to the official cycle route.

Dr Hazel Dawe, Cowley Area Transport Group

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