OXFORDSHIRE COUNTY COUNCIL

Delegated Decisions by Cabinet Member for Highway Management

Thursday, 27 January 2022 at 10.00 am
Council Chamber, County Hall, New Road, Oxford OX1 1ND

The items for decision under individual Cabinet Members' delegated powers are listed overleaf with related reports attached. Decisions taken will become effective at the end of the working day on Friday 4 February 2022 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

Please note that Council meetings are currently taking place in-person (not virtually) with some Covid-safety measures still in place at the venue. However, meetings will also continue to be live streamed and those who wish to view them are strongly encouraged to do so online to minimise the risk of Covid 19 infection.

If you wish to view proceedings, please click on this Live Stream Link. However, that will not allow you to participate in the meeting.

If you wish to attend and speak at this meeting you must contact the Committee officer (see Item 3 below for contact details) by 9am four working days before the meeting i.e. Friday 21st December 2022. If you wish to just observe the meeting please contact the Committee officer as soon as possible for advice as to whether you can be accommodated at this meeting and of the detailed Covid-19 safety requirements for all attendees.

Please note that in line with current government guidance *all* attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

Yvonne Rees
Chief Executive

January 2022

Committee Officer: ***Cameron MacLean***
Tel: 07526 985978; E-Mail:
cameron.maclean@oxfordshire.gov.uk

Note: Date of next meeting: 24 February 2022

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

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Items for Decision

1. Declaration of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time

3. Petitions and Public Address

Currently council meetings are taking place in-person (not virtually) with some social distancing still operating in the venues. However, members of the public who wish to speak at this meeting can attend the meeting 'virtually' through an online connection. Places at the meeting are still being managed to try and respect the requirements of social distancing and while you can ask to attend the meeting in person, you are strongly encouraged to attend 'virtually' to minimise the risk of Covid-19 infection.

Please also note that in line with current government guidance all attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on Friday 21st January 2021. Requests to speak should be sent to Cameron.maclean@oxfordshire.gov.uk. You will be contacted by the officer regarding arrangements for speaking.

If you ask to attend in person, the officer will also advise you regarding Covid-19 safety at the meeting. If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting i.e. Tuesday 25th January 2021. Written submissions should be no longer than 1 A4 sheet.

4. Oxford - Quickways, Quietway and 20MPH Speed limits (Pages 1 - 276)

Forward Plan Ref: 2021/100
Contact: Naomi Barnes, Project Manager Tel: 07824 528681

Report by Corporate Director Environment & Place (**CMDHM4**).

Quickways and Quietways are proposals in the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) as an effective way of promoting cycling, in line with council objectives of public health, decongestion, climate change and air quality. East Oxford was chosen as a priority area as it has below average levels of cycling for the city. Quickways are proposed on main routes in the city, with the following routes consulted on: Cowley Road/Oxford Road, Donnington Bridge Road, Iffley Road/Henley Avenue/Rose Hill, Marston Road, Morrell Avenue/Warneford Lane, St Clement's Street, Between Towns Road/Church Cowley Road and Banbury Road/St Giles.

A Quietway is proposed to be introduced on Parks Road in North Oxford.

The 20mph speed limit amendments proposed on the Quickways included provision of a 20mph speed limit on Abingdon Road, where cycle improvements were implemented as part of Active Travel Tranche 1. Following the consultation, the 20mph speed limit on Donnington Bridge Road is proposed to be extended to include Weirs Lane.

Quickways and the Quietway cycle routes have been presented to key stakeholders through extensive consultation. A total of 1,448 online responses were received from the informal consultation and 909 responses for the statutory TRO consultation. The consultation found that respondents showed good support for the proposed Quickways and Quietway. 75% of respondents to the informal consultation supported the proposals, with 21% objecting and 4% remaining neutral.

Across both consultations is clear that respondents largely supported the Quickway routes. There were some key objections which have been noted and addressed where possible. These included but were not limited to loss of parking including disabled provision and a desire for more infrastructure particularly at junctions.

Following consultation, a priority ranking exercise was undertaken, and it is recommended to defer the Between Towns Road/Church Cowley Road and Banbury Road. An order of preference has been identified for delivery to ensure the scheme remains within the budgetary constraints.

The Cabinet Member for Highway management is RECOMMENDED to:

a. Approve implementation of the Marston Road, Cowley Road/Oxford Road, Iffley Road/Henley Road/Rose Hill and Morrell Avenue/Warneford Lane Quickways as advertised with the understanding that, once detailed design costs are finalised and should available budget allow, additional

schemes on the prioritisation list can be brought back into the programme.

b. Approve implementation of all the 20mph speed limits as advertised incorporating the extension of the 20mph speed limit on Weirs Lane.

5. Oxford Various Locations - Proposed Exclusions and Amendments to Eligibility for Parking Permits (Pages 277 - 280)

Forward Plan Ref: 2021/205
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 /Christian Mauz, Technical Officer Tel: 07392 318873

Report by Corporate Director Environment & Place (**CMDHM5**).

The report presents responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits as a result of the development of properties for residential purposes and the associated conditions within the planning permissions granted by Oxford City Council.

The Cabinet Member for Highway Management is RECOMMENDED to approve the following proposals in respect of eligibility for parking permits:

a) Central Area (B) - exclude No. 1 Lower Fisher Row from eligibility to apply for residents & visitor permits,
b) Cowley Centre (East) - exclude No. 26 Boswell Road from eligibility to apply for residents & visitor permits,
c) Divinity Road - limit No. 195 Divinity Road from eligibility to apply for 1 residents permit each plus the standard allowance of visitor permits,
d) Headington West (B) - exclude No. 66 Valentia Road from eligibility to apply for residents & visitor permits,
e) Lye Valley - exclude No. 105 Bulan Road from eligibility to apply for residents permits,
f) Magdalen North:
  I. exclude No. 179 Iffley Road from eligibility to apply for residents permits, and
  II. exclude Nos. 220-222 Cowley Road from eligibility to apply for residents & visitor permits
g) Marston North - exclude No. 58 Raymund Road from eligibility to apply for residents & visitor permits, and
h) Wood Farm - exclude No. 9a (only) Pauling Road from eligibility to apply for residents & visitor permits. No. 9 Pauling Road to retain existing eligibility.

6. Oxford - St Michael's Street: Proposed Permanent Proposed Prohibition of Vehicles at East End of Street (Pages 281 - 298)

Forward Plan Ref: 2021/
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Anthony Kirkwood, Principal Engineer Traffic & Road Safety Tel: 07392 318871

Report by Corporate Director Environment & Place (**CMDHM6**).

The report presents responses received to a statutory consultation on a proposal to make permanent the provisions of a temporary traffic regulation order (made under the Department for Transport COVID regulations) prohibiting all vehicles using the 50 metre length of the street west of its junction with Cornmarket Street to enable outdoor seating to be provided for the adjacent hospitality businesses. This proposal has been received from Oxford City Council's Business Liaison Officer at the request of the adjacent businesses with the intention - should the proposal be approved – for the permanent measures to be in force before the expiry of the current temporary order on 3 March 2022. Exemptions to the restrictions would apply to emergency service vehicles and for vehicles requiring access to adjacent premises.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the prohibition of all vehicles from its junction with Cornmarket Street westwards for approximately 50 metres but as an experimental rather than permanent order noting the concerns raised. This would allow potential actions to mitigate the impact of the closure on cyclists to be investigated – as set out in paragraph 12 of the report CMDHM6.

7. Bodicote and Banbury - Blackwell Drive and White Post Road: Proposed Waiting Restrictions (Pages 299 - 302)

Forward Plan Ref: 2021/144
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Chloe Kirby, Engineer Tel: 07783 879117

Report by Corporate Director Environment & Place (**CMDHM7**).

This report presents responses received to a statutory consultation on proposals to introduce waiting restrictions on Blackwell Drive and White Post Road on account of adjacent development. Funding for consultation on the proposals has been provided by the developers who will also fund implementation if approved.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed no waiting at any time restrictions on Blackwell Drive and White Post Road.

8. Faringdon: Town Centre: Proposed 20mph Zone (Pages 303 - 318)

Forward Plan Ref: 2021/207
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Lee Turner, Principal Officer – Traffic Schemes Tel: 07917 072678

Report by Corporate Director Environment & Place (**CMDHM8**).

The report presents responses received to a statutory consultation to introduce a 20mph zone in Faringdon Town Centre. Funding for consultation on the proposals

is to be provided by Community Infrastructure Levy (CIL) funding and should the speed limit proceed to implementation then further CIL funding is available for this work.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of a 20 mph zone as advertised.

9. Didcot and Long Wittenham - B4016 Ladygrove and Sires Hill: Proposed 40mph Speed Limit (Pages 319 - 324)

Forward Plan Ref: 2021/094
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Jet Dehal, Senior Engineer (Road Agreements Team S&V Engineering 2) Tel: 07767 648708

Report by Corporate Director Environment & Place (**CMDHM9**).

The report presents responses received to a statutory consultation on proposals to introduce a 40mph speed limit on the B4016 north of Didcot and also on a length of Sires Hill east of its junction with the B4016 as a result of adjacent development. Funding for consultation on the proposals has been provided by the developers who will also fund the extension of the limit if approved.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed 40mph speed limit on the B4016 and Long Wittenham adjacent to residential development north of Didcot.

10. Watlington - Pyrton Lane: Proposed 20mph Speed Limit Zone and Traffic Calming Measures (Pages 325 - 342)

Forward Plan Ref: 2021/178
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Mike Horton, Technical Officer, Traffic Schemes South Tel: 07912 474356

Report by Corporate Director Environment & Place (**CMDHM10**).

The report presents responses received to a statutory consultation to introduce a 20mph speed limit zone and supporting traffic calming measures at Pyrton Lane Watlington. Funding for consultation on the proposals has been provided by CIL funding.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:

a) the introduction of a 20mph speed limit zone on Pyrton Lane between its junction with the B480 Cuxham Road to the south, and at the northern end to the current 30/60mph terminal point 120m northeast of St Leonards Close as illustrated on the plan at Annex 1a to the report CMDHM10;

b) traffic calming measures within the 20mph zone comprising two full width flat top road humps and a single speed cushion to be placed in the centre

of the carriageway as illustrated on the plan at Annex 1b to the report CMDHM10.

11. Charlbury - Hixet Wood - Proposed No Waiting at Any Time Restriction (Pages 343 - 364)

Forward Plan Ref: 2021/172
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 /Chloe Kirby, Engineer Tel: 07783 879117

Report by Corporate Director Environment & Place (**CMDHM11**).

The report presents responses received to a statutory consultation to introduce no waiting at any time restrictions at Hixet Wood to facilitate the safe access to and from a new residential development, including enabling bin lorries to enter and exit the site. Funding for consultation on the proposals has been provided by the developer of land off Hixet Wood who will also fund implementation of the proposals should they be approved.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed no waiting at any time restrictions at Hixet Wood, Charlbury.

12. Minster Lovell - B4047 Burford Road: Proposed Extension of 40mph Speed Limit (Pages 365 - 370)

Forward Plan Ref: 2021/203
Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Shady Ateeg, Technical Engineer – Road Agreements Team Tel: 07393 001033

Report by Corporate Director Environment & Place (**CMDHM12**).

The report presents responses received to a statutory consultation on proposals to extend the 40mph speed limit on the B4047 at Minster Lovell because of adjacent development. It should be noted that a consultation on the same proposal was carried out in June and July 2019 with no objections but as the order was not made within two years of the consultation (although some works were carried out on site), national regulations on traffic orders require a further consultation. Funding for consultation on the proposals has been provided by the developers of the adjacent land who will also fund the extension of the limit if approved.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed extension of the 40mph speed limit on the B4047 at Minster Lovell and ask officers to assess and provide costings to Minster Lovell Parish Council for a further reduction of the speed limit to 30mph.

Divisions Affected – St. Margaret's; Wolvercote & Summertown; Marston & Northway; Barton, Sandhills & Risinghurst; St Clement's and Cowley Marsh: Cowley; Rose Hill & Littlemore; Isis and Iffley Fields and St Mary's

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 27 JANUARY 2022

OXFORD – QUICKWAYS, QUIETWAY AND 20MPH SPEED LIMITS

Report by Director of Growth and Economy

RECOMMENDATIONS

The Cabinet Member for Highway management is RECOMMENDED to:

a. Approve implementation of the Marston Road, Cowley Road/Oxford Road, Iffley Road/Henley Road/Rose Hill and Morrell Ave/Warneford Lane Quickways as advertised with the understanding that, once detailed design costs are finalised and should available budget allow, additional schemes on the prioritisation list can be brought back into the programme.

b. Approve implementation of all the 20mph speed limits as advertised incorporating the extension of the 20mph speed limit on Weirs Lane.

Executive Summary

1. Quickways and Quietways are proposals in the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) as an effective way of promoting cycling, in line with council objectives of public health, decongestion, climate change and air quality. East Oxford was chosen as a priority area as it has below average levels of cycling for the city.

2. Quickways are proposed on main routes in the city, with the following routes consulted on: Cowley Road/Oxford Road, Donnington Bridge Road, Iffley Road/Henley Avenue/Rose Hill, Marston Road, Morrell Avenue/Warneford Lane, St Clement's Street, Between Towns Road/Church Cowley Road and Banbury Road/St Giles.

3. A Quietway is proposed to be introduced on Parks Road in North Oxford.

4. The 20mph speed limit amendments proposed on the Quickways included provision of a 20mph speed limit on Abingdon Road, where cycle improvements were implemented as part of Active Travel Tranche 1.

Following the consultation, the 20mph speed limit on Donnington Bridge Road is proposed to be extended to include Weirs Lane.

5. Quickways and the Quietway cycle routes have been presented to key stakeholders through extensive consultation. A total of 1,448 online responses were received from the informal consultation and 909 responses for the statutory TRO consultation. The consultation found that respondents showed good support for the proposed Quickways and Quietway. 75% of respondents to the informal consultation supported the proposals, with 21% objecting and 4% remaining neutral.

6. Across both consultations is clear that respondents largely supported the Quickway routes. There were some key objections which have been noted and addressed where possible. These included but were not limited to loss of parking including disabled provision and a desire for more infrastructure particularly at junctions.

7. Following consultation, a priority ranking exercise was undertaken, and it is recommended to defer the Between Towns Road/Church Cowley Road and Banbury Road. An order of preference has been identified for delivery to ensure the scheme remains within the budgetary constraints.

Background

8. In March 2020, the Council approved the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP). This established a comprehensive strategy to deliver an ambitious 50% increase in cycling within Oxford by 2031. The Oxford LCWIP included Quickways and Quietways as one of its eight core policies to promote and increase cycling and walking.

9. In May 2020 the Secretary of State for Transport announced a £2 billion funding package to support active travel measures across the UK to help the country recover from the COVID 19 crisis. Around £250 millions of this fund was allocated for prompt emergency interventions to deliver cycling and walking schemes to make them safer and more attractive.

10. In May 2020 Oxfordshire County Council received £600,000 from Tranche 1 of the Emergency Active Travel Fund to deliver a range of measures to improve journeys made by bicycle or on foot. On 13 November 2020 the Department for Transport awarded Oxfordshire County Council a maximum award of £2.98 million from Tranche 2 of the Active Travel Fund for the delivery of Quickways, Quietways, 20mph extensions and Low Traffic Neighbourhoods in Oxford.

11. This report outlines the outcome of a public engagement and consultation exercises associated with proposed Quickways and one Quietway as part of the Active travel programme.

12. A Quickway is defined as a direct and, where possible, segregated cycle route along main roads in the city with the specific intention of improving cyclists'

speeds, directness, permeability and safety to encourage take up of cycling. Typical interventions include:

- Widening existing cycle lanes
- Partial or full segregation e.g. stepped cycle tracks
- Provision of wands/orcas to provide physical separation where feasible
- Provision of mandatory and advisory cycle lanes
- Improved crossing facilities
- Advance stop lines at signal junctions and pedestrian crossings
- Minor junction improvements
- 20mph speed limits

13. Quickways are a key element of the wider Active Travel initiative which support the development of a comprehensive cycling network.

14. Quietways utilise quieter residential streets or paths that minimise the need for the cyclist to mix with heavy traffic. The Quietways in Oxford are generally associated with the introduction of Low Traffic Neighbourhoods (LTNs) which aim to reduce through traffic and as such often just need signage rather than segregation.

15. The Quickways, Quietway and 20mph extensions consulted on as part of the proposals are included in the list below. An overview plan showing the locations of the proposals can be found in **Annex 1**.

- Banbury Road/St Giles
- Between Towns Road/Church Cowley Road
- Cowley Road/Oxford Road
- Donnington Bridge Road
- Iffley Road
- Marston Road
- Morrell Avenue/Warneford Lane
- Parks Road (Quietway)
- St Clement's Street
- Abingdon Road (20mph)

Consultation

16. Extensive engagement has been undertaken during development of the 8 Quickways, the Parks Road Quietway and 20mph extensions.

- County and City Member and Officer Briefings – 22 March 2021 onwards
- Stakeholder workshop including cycle groups, residents' groups, business representatives - from June 2021
- Informal public consultation 20 September - 31 October 2021
- Online drop-in sessions - 4 to 7 October 2022

- Site visits with interested parties including bus operators, The Swan School, Magdalen College School, University of Oxford and Oxford Brookes University
- Bus operators
- University groups
- The NHS Trust
- A statutory consultation - 11 November – 17 December 2021

17. The outcome of the consultation and engagement exercises including the key stakeholder workshops are summarised in **Annex 2.**

Public Consultation

18. The informal public consultation was undertaken between 20 September 2021 and 31 October 2021, this included an extension as a result of issues with leaflet deliveries.

19. The consultation consisted of 13,000 leaflets delivered to all properties in the areas within 500m of the proposals and adjoining roads inviting them to participate in the consultation. A copy of the leaflet is attached in **Annex 3.**

20. The Quickways leaflet and press releases directed residents, businesses and visitors to the consultation webpage which included:
    a) Description of proposals and the consultation process
    b) Detailed design plans
    c) Simplified overview plans of proposed parking changes
    d) Simplified overview plans of proposed 20mph speed limits
    e) Frequently asked Questions
    f) Questionnaire

21. Materials were also deposited in local libraries for those unable to access the files online. These included: Oxford County Library in Oxford city centre, Cowley, Headington and Old Marston local libraries.

22. Consultees were also invited to participate in online drop in sessions

Informal Consultation Results Analysis

23. The consultation was open to anyone who wished to respond, and these responses have been considered in detail and analysed by an independent external research agency providing a thorough, robust and independent analysis of the consultation results as provided in **Annex 4**.

24. A total of 1,448 questionnaire responses and 185 emails were received with queries and suggestions that have been taken into consideration during the development of the designs.

25. A total of 1,144 (79%) of respondents lived on or near a Quickway with responses of 261 (18%) from outside the immediate area.

26. Respondents to the consultation were asked to indicate if they support, object or remain neutral to the Quickways and Quietway proposals. Overall, the majority of respondents supported the Quickway proposals with 75% supporting, 21% objecting and 4% returning a neutral response. This was mirrored across those residents within and outside the areas, However, representatives from businesses and other groups showed less support at 54% and 48% respectively.

27. Respondents were asked to identify their normal modes of transport, plus level of car ownership. Support for the scheme notably reduced with increased car ownership.

28. Businesses along the proposed routes raised concerns regarding deliveries and pick up to and from their property and if these would be prevented in the future. Whilst the Quickways are removing on-street parking there is no change to the Traffic Regulation Orders (TROs) to prevent deliveries except where there are orcas/wands or mandatory cycle lanes.

29. Proposed changes identified through the consultation have been considered and, where possible, incorporated into the design. A Design Change Log outlining the main changes undertaken is detailed in **Annex 5.**

30. To better understand whether the scheme would promote a change in travel behaviours, respondents were asked if the proposals would encourage them to cycle more. The results show that 57% of the respondents felt that the proposals would “definitely encourage” them to cycle more and 11% would maybe cycle more.

31. On the opposite end of the scale 16% said they would not/cannot cycle and 14% indicating they are already a regular cyclist or would probably not cycle more.

Public and Business Drop-in Sessions

32. In October 2021 four online “drop-in” sessions took place across a week during the day and in the evening.

33. Despite extensive publicity, including direct invitations, leaflets, social media and direct contact with local businesses, only 43 representatives and individuals attended the four events.

34. Responses in the drop-in session mirrored the comments received through the online consultation process.

Traffic Regulation Order: Statutory Consultation

35. To generate the legal TROs associated with changes to waiting restrictions, speed limits etc. a statutory consultation must be undertaken. These TROs

have been advertised and consulted on in accordance with the relevant legislation including reference to the county council's policies on traffic management, cycling and walking. The TROs are required to deliver the highway changes required for the Quickways, Quietway and 20mph speed limit extensions. This also gave the public a further opportunity to comment on the Quickway and Quietway proposals. The TRO proposed measures are shown in Table 1.

Proposal	Mandatory Cycle Lane	20mph	Waiting restrictions /Loss of parking	Clearways	Zebra Crossing
Quickway					
St Clements St	X	X	X		
St Giles/ Banbury Rd			X	X	
Abingdon Rd		X			
Iffley Rd	X	X	X	X	
Cowley Rd		X	X	X	X
Marston Rd	X	X	X	X	
Church Cowley/ Between Towns Rd	X	X	X	X	
Donnington Bridge Rd		X	X	X	
Morrell Ave/ Warneford Ln	X		X	X	
Parks Rd				X	

Table 1

36. The statutory consultation was carried out between 11 November 2021 and 17 December 2021.

37. As well as emails to all statutory consultees and interest groups, letters were sent out to approximately 40,250 properties in the areas surrounding the proposals and street notices were placed on site in the immediate vicinity of the various proposals. The TRO consultation area is wider than the informal consultation area as it includes properties on or near the proposal for a 20mph speed limit on the Abingdon Road.

38. People could respond via the council's online consultation portal 'Let's Talk'.

39. The details on the consultation webpage included:
    a) Description of proposals and the consultation process
    b) Detailed design plans
    c) Simplified overview plans of proposed parking changes
    d) Simplified overview plans of proposed 20mph speed limits
    e) Draft Traffic regulation order and Statement of reasons
    f) Frequently asked Questions
    g) Questionnaire

40. The responses to the statutory TRO consultation have been analysed by an independent external research agency providing a thorough, robust and

independent analysis of the consultation results. A summary of the analysis is detailed below, and a copy of the analysis report is attached in **Annex 6**.

41. The online TRO consultation received a total of 909 responses of which 824 were via questionnaire and 85 written submissions (email/letter). Of the 772 respondents to the question 96% were individuals and 2% represented a business.

42. Respondents were asked to indicate if they support, object or remain neutral to the TRO proposals. Overall, the responses generally mirrored those of the informal consultation with high levels of support across all schemes. Whilst loss of parking/waiting restrictions across all routes received high levels of negative correspondence, overall, more than 60% of respondents still supported the proposals

Proposed changes to schemes and prioritisation

43. The Active Travel Tranche 2 bid was very ambition covering the whole city and wider county areas. A prioritisation exercise has been required to select which schemes can be implemented through the limited government funding available. This has been scored using OXCRAM (Oxfordshire Cycle Route Assessment Matrix) benefits based on current and future scores, accident levels and safety benefits offset against cost of each route as well as using ranks from the consultation and other external considerations.

44. **Table 2**, which summarises the outcome of the prioritisation exercise. A more detailed analysis is available in **Annex 7.**

	Quickway	OXCRAM Benefits over route per cyclists	Casualty savings £million over 10 years (-33% casualties)	Rank - votes	Rank - cyclist benefits	Rank - safety benefits	Total ratings	Rank 1= highest	External considerations	Final Rank
OXR 7	Marston Road	13	£0.11	10	6	7	7.7	9	Co-ordination with existing scheme means external funding available. Scheme to be prioritised	1
OXR 14	Cowley Road/Oxford Road	67	£1.84	1	2	1	1.3	1		2
OXR 17	Iffley Road/Henley Road/Rose Hill	90	£1.03	2	1	2	1.7	2		3
OXR 12	Morrell Avenue & Warneford Lane	29	£0.51	6	4	4	4.7	3		4
OXR CN1	St Giles	8	£0.69	3	9	3	5.0	4		5
OXR 10	St Clement's Street	21	£0.08	5	5	8	6.0	5		6
OXR 5	Parks Road (Quietway)	41	£0.00	9	3	10	7.3	7=		7=
OXR B1	Donnington Bridge Road	12	£0.06	7	7	8	7.3	7=		7=
OXR 4	Banbury Road	6	£0.12	3	10	6	6.3	6	Future scheme in development. Existing facilities adequate. Recommended to defer	10=
OXR B2	Between Towns Road/Church Cowley Road	10	£0.22	8	8	9	8.3	10		10=
		296	£4.66							

Table 2

45. Other factors have been identified which affect the proposed prioritisation of schemes include:

- Banbury Road - existing facilities present with future proposals for an improvement scheme which will propose significant benefits to pedestrians and cyclists.

- Church Cowley Road/Between Towns Road performed poorly overall, and it ranked as the lowest priority. It also needs to be considered with the Templars Square redevelopment with a comprehensive review of key junctions which cannot be resolved within the current budget constraints. It is therefore recommended that this scheme is removed from the current programme until such time that additional funding can be identified for a more comprehensive scheme.

- Funding has been made available specifically for a cycle and pedestrian improvement scheme on Marston Road in the amount of £140,000 and therefore this scheme has been prioritised for delivery.

46. Taking into accounts current funding available detailed in the finance section of these reports Marston Road, Cowley Road/Oxford Road, Iffley Road/Henley Road/Rose Hill and St Giles are recommended to be delivered through the Active Travel Tranche 2 funding. As detailed designs are developed should funding be available other schemes on the list may be able to be delivered.

47. Following the consultation, the 20mph zones were extended on Iffley Road and along Donnington Bridge Road to include Weirs Lane. The updated 20mph zone map in attached as **Annex 8**.

Summary and final recommendations

48. The Oxford Transport Strategy and Central Oxfordshire Transport Strategy aims to reduce the number of car journeys in the city and to encourage as many trips as possible by active travel modes, particularly cycling and walking. Such a change in the way people move around Oxford will provide far greater health and well-being benefits, along with significant environmental improvements. Impacts do therefore have to be balanced with wider benefits. The Quickways and Quietway form part of the ongoing strategy for developing a comprehensive cycling and walking network.

49. A number of key concerns have been raised about the removal of car parking spaces and the needs of residents, businesses and servicing properties along the routes. It is therefore recommended that monitoring of the availability of car parking spaces, especially in neighbouring side streets, is undertaken if the schemes are implemented.

50. An extensive consultation exercise has been undertaken in the vicinity of the Quickways and Quietway, followed by a statutory consultation period for the Traffic Regulation Orders. These consultation activities resulted

in broad support the scheme which can be implemented in the spring/summer of 2022 without further consultation.

Sustainability Implications

51. The Quickways and Quietways are a core element of the cycle network plan in the Oxford LCWIP and support the LCWIP target of increasing cycling in Oxford by 50% by 2031. They support the wider Local Transport and Connectivity Plans of reducing car use and promoting active travel. They are also consistent with the council goals of creating an inclusive active and sustainable travel network and tackling the Climate Emergency.

Financial Implications

52. Table 3 identifies the total funding available in Active Travel Tranche 2 and current estimates scheme costs which includes Low Traffic Neighbourhood, Quietways, Quickways, Escooters and School Streets.

Funding	Capital	Revenue
DfT	£ 2,388,000.00	£597,000.00
S106 (previously agreed)	£ 37,942.17	
S106 (additional funding identified)	£ 202,624.02	
Growth Deal (Capital)	£ 479,000.00	
Marston Road (City)	£ 140,000.00	
Total Funding	**£ 3,247,566.19**	**£597,000.00**
Infrastructure development	£ 702,500.00	£ 252,000.00
Cowley LTN amendments	£ 20,000.00	
Quickways	£ 1,835,000.00	
20mph speed limits	£ 50,000.00	
Advance lining works	£ 2,000.00	
East Oxford LTNs and Quietways	£ 270,000.00	
ANPR Cameras	£ 35,000.00	
School Streets	£ 50,000.00	
Staffing 2022/23	£ 425,000.00	
Total Infrastructure	**£ 3,389,500.00**	**£ 252,000.00**
Infrastructure contingency	*£ 411,950.00*	
Monitoring Estimate	£ 61,690.00	£102,700.00
Escooters	£ 1,500.00	£ 42,300.00
Community Activation		£ 200,000.00
Grand Total	**£ 3,864,640.00**	**£ 597,000.00**
Current deficit	-£ 617,073.81	£ -

Table 3

53. The current spend across the schemes is **£395,000,** with a further commitment so far of **£582,000** for design development costs (excluding internal staff), ongoing engagement/reporting, school streets and Low Traffic Neighbourhoods bringing the total committed spend to **£977,000.**

54. Current estimates identify a deficit of **£617,073.81** maintaining a contingency of **£411,950.**

55. As detailed in paragraphs 45 to 47 the Active Travel Tranche 2 bid was very ambition covering the whole city and wider county areas. A prioritisation exercise has been undertaken to select which schemes can be implemented through the limited government funding available.

56. Table 4 indicated the preliminary design costs provided buy OCCs consultant which includes 20% contingency for works costs.

Scheme name	Preliminary works estimate
Marston Road	£350,274
Cowley Road/Oxford Road	£463,187
Iffley Road/Henley Road/Rose Hill	£309,620
Morrell Ave/Warneford Lane	£123,487
St Giles	£102,503
St Clements	£144,330
Parks Road (Quietway)	£54,084
Donnington Bridge Road	£31,146 (some works delivered through resurfacing programme)
Banbury Road	£93,799 (some works delivered through surface dressing programme)
Church Cowley/Between Towns	£161,647
20mph speed limits	£50,000

Table 4

57. Taking into account the prioritisation exercise and scheme costs it is recommended to proceed with the following schemes at a cost of **£1,246,568** for delivery of the Quickways.
    - Marston Road
    - Cowley Road/Oxford Road (which include significant s106 contributions)
    - Iffley Road/Henley Road/Rose Hill
    - Morell Ave/Warneford Lane

58. With the prioritised schemes as detailed above, the package of measures accords with the available budget with a revised contingency of around £380,000, as yet unallocated.

59. If funding becomes available, the deferred schemes could be implemented based on the priority list.

60. No allowance for ongoing maintenance has been included as part of the funding from DfT. It is anticipated any future maintenance will be included within the council's maintenance budget.

Comments checked by: Rob Finlayson & Ian Dyson, Finance

Staff Implications

61. Ongoing staffing resource is anticipated to be required during and following implementation of the schemes to monitor and address queries and has been identified in scheme costs.

Legal Implications

62. The scheme development will be led by Oxfordshire County Council as the Highway Authority. Oxfordshire County Council will be receiving legal advice on the scheme from their own legal team in development of the Quickways and Quietway.

63. The consultations that have been undertaken are both informal and statutory consultations to aid with development of the scheme designs. There is a statutory requirement to undertake this level of consultation in advance of a traffic regulation order. Should the scheme be implemented it is confirmed that the statutory consultation procedures have been followed within the guidelines set down by Legal Services.

Comments checked by:

Jennifer Crouch, Principal Solicitor, jennifer.crouch@oxfordshire.gov.uk (Legal)

Corporate Policies and Priorities

64. The Quickways and Quietway have been identified as part of the Oxford LCWIP and are consistent with Oxfordshire County Council's aim to achieve zero carbon emissions by 2050. They also support the wider Oxford Transport Strategy which promotes increased cycling, walking and use of public transport.

Risk Management

65. By delaying the implementation until Spring 2022 it has allowed for extensive public consultation and scheme implementation avoiding periods of inclement weather which would add to development costs caused by potential delays. This will lead to an increased uptake of cycling and walking as the scheme is introduced at a time of more favourable weather conditions.

66. Whilst the DfT funding pot was stipulated to be spent by March 2022, ongoing discussions with DfT have led to agreement that there only needs to be a commitment to spend by March 2022, with delivery of the schemes continuing into the summer 2022.

67. There has been early contractor involvement to ensure availability of resource for implementation and to agree the most cost-effective options to implement the works.

68. Early involvement with network management has resulted in some works being coordinated with existing surfacing programmes reducing disruption on the networks and implementation costs. Additionally, this ensures coordination with other roadworks across the city and agreeing methods of implementation to minimise impact on the network. However, further prioritisation maybe required subject to ongoing maintenance liabilities and the need for resurfacing to implement the prioritised schemes.

Equality and Inclusion Implications

69. An Equality and Climate Impact Assessment (ECIA) has been completed, see **Annex 9**. At this stage it is anticipated that the Quickways and Quietway will have an overall positive impact for most protected groups. The groups most likely to be inconvenienced will be those reliant on the car to travel.

OWEN JENKINS
Director of Growth and Economy

Annexes:
Annex 1 – Overview of Active Travel Schemes 2021-22
Annex 2 – Summary of Key Stakeholder Engagement
Annex 3 – Quickways Promotional Leaflet
Annex 4 – Informal Consultation Analysis Report
Annex 5 - Design Changes Log
Annex 6 - Statutory Consultation Analysis Report (TRO)
Annex 7 – Priority Ranking Table
Annex 8 – Proposed 20mph Speed Limits Plan
Annex 9 – Equality and Climate Impact Assessment

Contact Officers: Naomi Barnes Project Manager 07824 528681
Mike Cooper Snr Transport Planner

January 2022

Oxford City Active Travel

Overview of all Active Travel 2021/22 proposals

KEY:

LTN Low Traffic Neighbourhood denoted by shaded area

CMD Cabinet Member Decision

Proposed Quietway cycle route to be to be introduced with LTNS

Proposed Quickway cycle route Public consultation Sept/Oct 2021

Proposed 20mph speed limit

Woodstock Road Corridor Improvement project, which includes further cycling / pedestrian improvements Consultation due to start soon

Headington and Quarry LTNs public consultation to commence Dec 2021

Old Headington LTN

Quarry LTN

New Headington LTN

St Clements LTN

Divinty Rd LTN

St Marys LTN

East Oxford LTNs targeted consultation / engagement in progress. Outcome to be reported to Dec 2021 CMD

Temple Cowley LTN

Florence Park LTN

Church Cowley LTN

Cowley LTNs have been implemented on an experimental basis and are currently being consulted on.

For Information

OXFORDSHIRE COUNTY COUNCIL

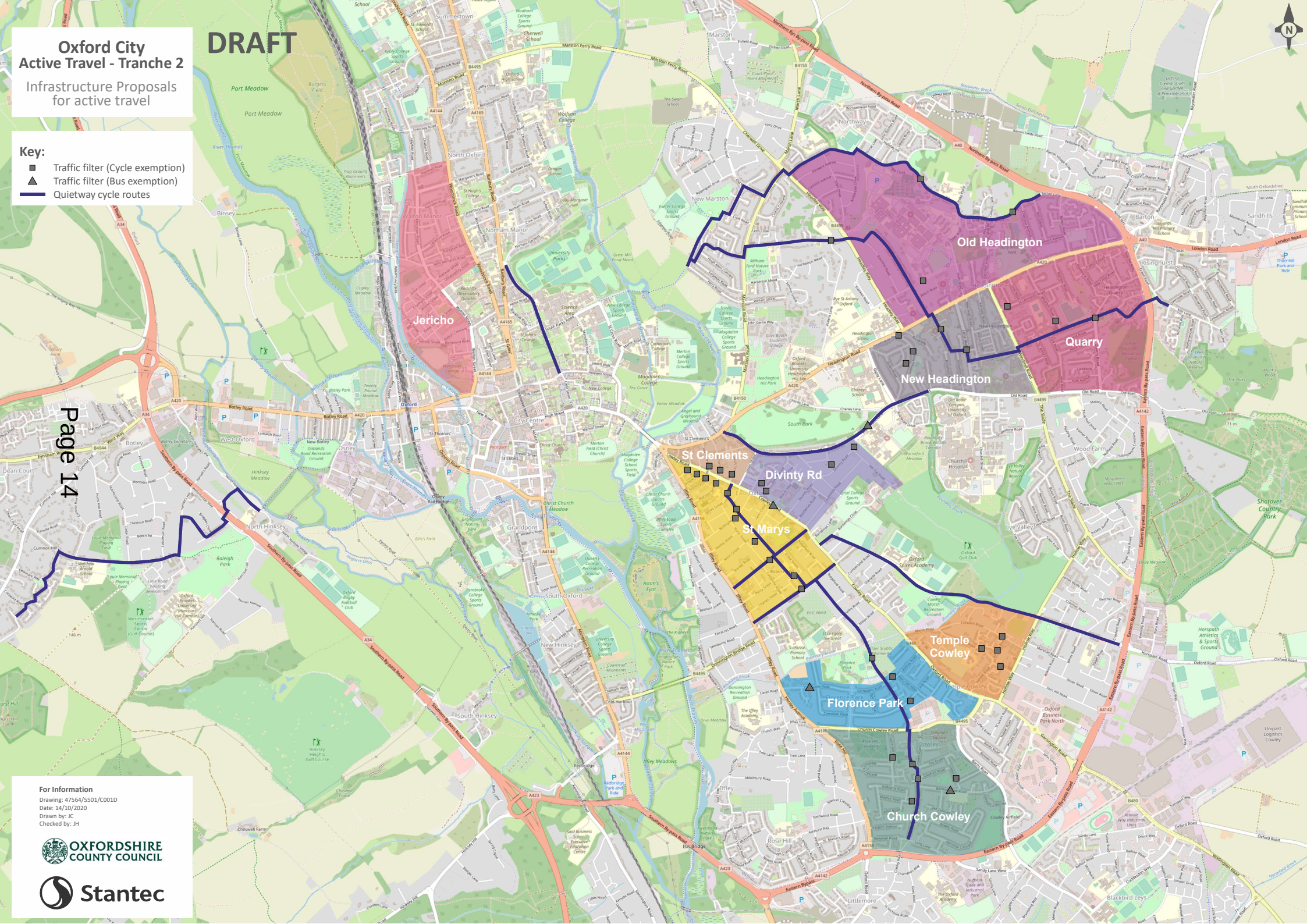
Oxford City
Active Travel - Tranche 2

Infrastructure Proposals for active travel

DRAFT

Key:

- Traffic filter (Cycle exemption)
- Traffic filter (Bus exemption)
- Quietway cycle routes



For Information

Drawing: 47564/5501/C001D
Date: 14/10/2020
Drawn by: JC
Checked by: JH

OXFORDSHIRE COUNTY COUNCIL

Stantec

Annex 2

Summary of Key Stakeholder Engagement

Emergency services and waste collection services

1. In June 2021 Thames Valley Police, Oxfordshire Fire and Rescue Service and Oxford Direct Services (who run Oxford's waste collection services) attended an online workshop to discuss the Quickway proposals and the potential impact on their service provision. The South-Central Ambulance Service could not attend but have been consulted and did not raise any specific concerns regarding the Quickway proposals.

2. The key points arising from the Emergency Services and Refuse workshop included:

    - Will emergency service access be maintained?
    - Inclusion of services in consultation process
    - Is 'Quickway' an appropriate name for the routes?
    - Parking removal could increase vehicle speeds
    - Cycle lane interference with speed cameras
    - Cycle group involvement

3. The concept and design principles of the proposals were widely understood and supported by all the emergency services.

4. Engagement has continued with these key services including a design workshop to ensure the impacts on operations are not affected.

5. Traffic Management Officers at the Hampshire Constabulary & Thames Valley Police Joint Operations Unit support the Quickways in principle but have raised the following points:

    - Removal of parking could increase car speeds
    - Narrower carriageways could make it difficult for large vehicles to pass
    - Extension of 20mph extensions can affect speed camera operation
    - Speed limit enforcement concerns
    - Greater clarity on speed camera sites
    - Continued maintenance of the cycle lanes required

6. In response to the concerns, it is noted that:

    - The Active Travel Fund does not include financial support for speed enforcement measures, but it is recognised that motorists largely adhere to speed limits. The Council will monitor traffic speeds on all the proposed Quickway routes after implementation and take appropriate action.

- Where the carriageway is not wide enough for mandatory lanes, advisory lanes will be installed. Large vehicles can enter advisory lanes when they need to pass other vehicles. This approach has worked well on Magdalen Bridge.

- It is accepted that on routes where parking is removed and replaced by a cycle lane it is easier for all vehicles to move over to allow the passage of emergency vehicles under blue lights driving, thus reducing call out times. This would not be the case on the sections of cycle routes bounded by wands/orcas which would act as a similar barrier.

- The Council plan to increase the coverage of 20mph speed limits across the county to make streets safer and to encourage cycling and walking. Issues associated with the speed camera operation on these routes will be addressed as part of these proposals when they are implemented.

- Some remedial works will be undertaken within cycle lanes as part of the proposals. Discussions are also being undertaken with the maintenance teams regarding areas where works outside the constraints of the scheme are required and ongoing maintenance.

Bus Operator Engagement

7. From June 2021 onwards all bus operators providing public services in Oxford including Oxford Schools Bus Partnership (OSBP), who run 12 school service routes to seven schools in and around Oxford city centre, were invited to regular group meetings during development of the designs. This included a site visit in September 2021 to discuss concerns and look at potential options and solutions.

8. Minor changes to proposed bus stop locations are proposed on Cowley Road/Oxford Road, Iffley Road/Henley Avenue/Rose Hill and Church Cowley Road/Between Towns Road. The bus operators raised no objections to these changes.

9. Stagecoach and Go-Ahead Group (Oxford Bus Company, Carousel and Thames Travel) raised the following concerns regarding the wider schemes:

- Perceived lack of public support
- Policy sequencing should start with Connecting Oxford
- Impact of car parking space removal on local areas
- Safety challenges for cyclists at bus stops
- Road width reduction due to cycle lanes resulting in buses encroaching into advisory lanes and conflicts with other vehicles
- Concerns about centre line removal
- Support for car parking space removal but requires enforcement clarity
- Specific issues relating to individual Quickways/Quietway

10. In addition to the ongoing meetings and discussion, a site visit in September 2021 was held with OSBP. The main points raised by OSBP included:

- The Plain and the possible increase in the number of cyclists entering the roundabout junctions
- delays to services
- Pupils egressing and accessing buses on Iffley Road and The Plain
- Increased traffic on key corridors caused by LTNs and Quickways creating pinch points affecting services

11. It is acknowledged that a combination of factors could contribute to delays on the main routes where Quickways are proposed which will affect bus service reliability. This could include issues relating to COVID-19 such as lockdowns and the ending of furlough, some reluctance to use public transport, roadworks in the area and some temporary increase in traffic on major routes from LTNs. It is however anticipated that removing car parking on main routes will remove pinch points that on-street parking can create, thus improving traffic flow. If this is coupled with the Council's aspiration to reduce car usage through LTNs, traffic filters, a Workplace Parking Levy, ZEZ and other transport schemes it is expected to see significant improvements for bus journey times.

12. Officers continue to work with the bus companies as the designs are finalised to identify any issues relating to the development and implementation of bus services and ensure that there are comparisons with existing conditions and monitor any changes as the cycle routes bed-in.

Oxfordshire Transport & Access Group (OXTRAG)

13. Oxfordshire Transport & Access Group (OXTRAG) has raised the following concerns regarding the Quickways:

- Enforcement issues relating to parking in the cycle lane for blue badge holders
- Loss of parking spaces on the proposed Quickway routes which could be accessible to blue badge holders
- Potential conflicts with cyclists
- Possibility of changing the national standards and street signs to reduce conflict with other road users
- Sign blue badge parking along the proposed Quickway routes

14. OXTRAG were informed that blue badge parking was permitted along the routes except where there are physical barriers such as wands or orcas. There would be no parking enforcement measures in the cycle lanes as no Traffic Regulation Orders were being implemented required to legally restrict parking. This raised concerns that there would be conflict between blue badge holders and cyclists unaware of their rights to park. Council officers have taken these concerns on board and are reviewing how best to communicate this moving forward. It is noted that highway authorities have

specific signing regulations that they must follow, and that there are no suitable signs that can be used to indicate permitted parking for blue badge holders on double yellow lines.

Stakeholder Workshops

15. In June 2021 workshops were held with resident groups, disability groups, cycle groups, transport groups (including taxis), schools, businesses, elected members, universities, health organisations, community groups and other interested parties in the vicinity of the Quickways and Quietways.

16. In total 109 invitations were sent out, with 50 respondents taking up the invitation to attend. These attendees included representatives from local businesses and residents' groups, city and county councillors, Oxford Health NHS Foundation Trust, Oxford Cycle Network, Cyclox, Oxford Brookes University, Oxford University, Liveable Streets, OXTRAG, Oxford Pedestrian Association and Neighbourhood Network.

17. These workshops were held specifically to cover each of the proposed Quickways and the Quietway allowing attendees to raise concerns, ask questions and express opinions on the routes. The issues covered were wide ranging and included design options, alternative routes, car parking concerns and issues, alternative parking options and specific issues relating to each Quickway or Quietway.

18. A notable concern across all the workshops was enforcement of illegal parking in cycle lanes. The council's enforcement team has confirmed that these routes are patrolled twice a day which will continue following implementation of the schemes.

19. Some road name changes were requested to be included in the consultation materials which included:

- Cowley Road Quickway to be changed to Cowley Road/Oxford Road Quickway
- Iffley Road Quickway to be changed to Iffley Road/Henley Road/Rose Hill Quickway
- Between Towns Road and Church Cowley Road to be identified as one route

20. **Workshop 1** covered Cowley Road, St. Clement's Street, Morrell Avenue and Marston Road Quickways and was attended by 16 representatives of resident's groups, cycling and pedestrian groups, businesses and universities, as well as members from the city and county councils.

21. **Workshop 2** covered Iffley Road and Donnington Bridge Road Quickways and was attended by 19 representatives of resident's groups, cycling and pedestrian groups, accessibility groups, businesses, schools and universities, as well as members from the city and county councils.

22. **Workshop 3** covered Between Towns Road and Church Cowley Road and was attended by 14 representatives of resident's groups, cycling and pedestrian groups, businesses and NHS Trust, as well as members from the city and county councils.

23. The key points arising from all 3 workshops are summarised in tables below.

Workshop 1	**Quickways Cowley Road, St Clement's Street Morrell Avenue Marston Road**	**16 attendees including:** • **resident's groups, cycling groups** • **pedestrian groups,** • **businesses** • **Oxford Brookes University** • **city councillors** • **county councillors**	**Key Issues:** • **Limited space on parts of Cowley Road and St Clements to deliver suitable width cycle lanes** • **Concerns with some junction designs on Cowley Road particularly the Between Towns Road junction** • **Proposed Quickways and cycle network connectivity** • **Median car parking proposals preventing access/egress from Cowley Road properties** • **St Clement's Street poor surface quality** • **Traffic calming Morrell Avenue/St Clement's Street junction** • **Provision of wands/orcas on Marston Road**

Workshop 2	**Quickways Iffley Road Donnington Bridge Road**	**19 attendees including:** • **resident's groups, cycling groups** • **accessibility groups,** • **businesses** • **Oxford Brookes University** • **schools** • **city councillors** • **county councillors**	**Key Issues:** • **Objection to removal of on-street car parking** • **Residents raised the issue of who is parking on Iffley Road – commuters, shoppers, residents or students?** • **Concerns with the Iffley Road and the junction with The Plain** • **Concerns with designs of James Street and Marston Street junctions** • **Desire for more zebra crossings on Iffley Road** • **Better cycling links between Donnington Bridge Road and Weirs Lane** • **Cyclists felt the design on Iffley Turn did not improve safety for cyclists** • **Greater provision of wands/orcas on Iffley Road** • **Cycle signal phasing from Donnington Bridge Road onto Iffley Road to improve the right turn for cyclists**

Inclusive Transport and Movement Focus Group

24. In June 2021 the Quickways Team presented the Quickways and Quietway proposal to the City Council's Inclusive Transport and Movement Focus Group, which was followed by a question-and-answer session relating to car parking removal, parking for blue badge holders and accessibility issues. The team addressed any concerns expressed by group representatives or individuals and reassured members that accessibility for both blue badge holders and pedestrians is a key issue when delivering the schemes.

25. The Focus Group was of the consensus that Quickways and Quietways will improve cycling and walking considerably and encourage a greater number of active travel trips and thus reduce traffic along the routes. However, there were concerns about accessibility in relation to available parking for blue badge holders. However, the opposite could be true as there could be increased parking available for blue badge holders, due to the removal of other on street parking, replaced with double yellow lines on which blue badge holders are able to park for up to 3 hours within advisory cycle lanes. It was agreed that this would be monitored post implementation to determine if any additional provision is required.

26. It was generally acknowledged that if behavioural change reduces traffic in the longer term as experience shows in other areas where LTNs have been introduced, many of the highlighted issues relating to accessibility may be resolved.

Schools and Universities

27. Engagement was undertaken with Magdalen College and The Swan School including a site visit. Whilst the schools were generally supportive of the proposals a number of issues were identified including:

    Magdalen College:

    - School bus access
    - Iffley Road access to the school
    - Safety concerns regarding the increased number of cyclists entering The Plain

    The Swan School:

    - Suggested changes relating to Marston Road junction with Old Marston Road,
    - Suggested off road routes including new lighting on local Quietways to improve cycling access to the school for pupils.

28. Comments have been taken on board in the suggested design however, unfortunately, there is insufficient funding to address all the concerns raised regarding junction treatments and lighting, however the proposals do not

worsen the existing situation and it was agreed that further works could be considered as future funding becomes available.

29. Engagement with the University of Oxford and Oxford Brookes University, including a site visit to discuss the proposals, indicated that both universities were generally happy with the proposals but identified options that could be considered in the future as part of continued development of the cycling network. Both universities submitted letters of support for the Quickways proposals.

Oxford City

Quickways

cycle routes

Have your say on the proposals

If you live, study or work in Oxford, we want to hear your views.

We're proposing the introduction of quickways cycle routes into the city. A quickway is a continuous cycle route, on a main road.

Quickways mean wider cycle lanes, segregation where possible, advanced stop lines, improved crossings, and 20mph speed limits where required.

They're designed to get cyclists into the city quickly and safely and increase the number of people choosing to cycle.

How will they work in Oxford?

Our historic streets mean we often cannot completely separate cyclists from the traffic. Where the road width allows, the preferred option is a cycle lane running alongside other road users.

To allow for quickways, we'll need to remove some on-street parking spaces. This will allow speeds of 20mph, and cycle route designs that reduce the need to stop, or take any diversions.

OXFORDSHIRE COUNTY COUNCIL

The roads that could be affected:

- Cowley Road / Oxford Road
- Iffley Road / Henley Avenue / Rose Hill
- St Clement's Street
- Donnington Bridge Road
- Marston Road
- Morrell Avenue
- Between Towns Road / Church Cowley Road
- Banbury Road / St Giles
- Parks Road

Who is being asked to have their say?

Everyone, including residents, businesses, students, councillors, and stakeholders such as schools, health organisations, community groups, places of worship, and providers of key services are all being asked for their views.

Key dates

20 September — Informal consultation opens.

10 October — Informal consultation closes.

Nov/Dec 2021 — Traffic Regulation Order statutory consultation.

Jan / Feb 2022 — Cabinet member decision.

Spring /summer 2022 — On-street implementation.

What happens next?

Find out more at

https://www.oxfordshire.gov.uk/quickways

View detailed maps of the quickway routes, find questions and answers, and respond to the survey.

You can also find out about a number of on-line drop-in sessions running between 4 - 7 October.

For paper copies of the plans, please contact the team or visit Oxford, Cowley, Headington or Old Marston libraries:

quickways@oxfordshire.gov.uk

Customer services: 01865 792 422

Please note our customer service team is unable to answer detailed questions about the quickways proposals.

OXFORDSHIRE COUNTY COUNCIL

Analysis of Data from Oxford Quickways Consultations:
Part 1 – Public Consultation

Report on consultation results

Summary Report v1.0

December 2021

Prepared by: **Marketing Means (UK) Ltd.**

For: OXFORDSHIRE COUNTY COUNCIL

MARKETING MEANS
THE RESEARCH PEOPLE

MRS Evidence Matters™ Company Partner

Telephone: 01364 654485 *Email: info@marketingmeans.co.uk* *Web: www.marketingmeans.co.uk*

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Appendix 1: Survey Questionnaire

Appendix 2: Comments Made in Response to Open-ended Questions

Executive Summary of Survey Findings

This report sets out the results of a public consultation conducted by Oxfordshire County Council with the results processed and analysed by independent research agency Marketing Means.

Method

Oxfordshire County Council's public consultation, to gather views on the Quickways cycle lane schemes developed for some of the main highways in the city of Oxford, was hosted online from 20th September to 31st October 2021. This online questionnaire drew 1,446 responses, while the Council also received one free-form letter responses and one emailed response.

Marketing Means was commissioned to analyse the responses and we present the findings in this report.

Profile of consultation respondents

- Just over three-quarters of the responses (79%) came from residents who lived on or near to one of the proposed quickways cycle routes. Residents of other parts of Oxford contributed 12% of responses, with 6% from residents elsewhere. The remaining 3% were from local businesses, schools, organisations and campaign groups.
- The vast majority, 97%, felt that they were responding as individuals, though 3% replied on behalf of an organisation, group or business, and 1% as representatives of local government.
- Slightly more males than females took part (52% vs 48%), while the age profile peaked in the 25-34, 35-44 and 45-54 age groups, with those three groups making up 66% of all respondents.
- Only 15% of respondents claimed to have any caring responsibilities, while a very similar proportion claimed to have a long-term illness, health problem or disability.

Travel and Parking in Oxford Currently

Travel habits on quickways routes

- Cowley Road was the only proposed quickways route used by more than half of respondents (51%), with a large proportion also using Iffley Road/ Henley Avenue/ Rose Hill (43%).
- Cycling was marginally the most likely way of currently travelling on the proposed quickways routes. Well over half (57%) cycled on these routes on most days, while nearly a quarter (23%) did so one to three times each week. Just over half (52%) walked on the routes on most days, much greater than proportion who travelled by car on most days (15%).
- For the current quietway route of Parks Road, cycling was again the most likely mode of travel, used at least once a week on that route by 49%, while 39% walked the route at least one a week. Just under a quarter (23%) drove on that route at least once a week.

Cycling behaviour and attitudes

- Nine out 10 respondents owned a bicycle, with further 2% planning to buy one.
- Nearly two-thirds of the sample (65%, and 63% of cycle owners) had never received any cycling training. There was some interest in receiving training, from 12% overall and 14% of those with no bicycle. Only 9% of those with a cycle had received any Bikeability training.
- Each of six principles relating to traffic and cycling drew agreement from the majority of respondents, notably Making it safe to cycle, seen as Very important by 82%. Making it safer to cycle quickly drew a much lower level of importance, only 34% seeing this as very important.
- When asked about whether they felt each of a list of quickways features was most or least important, 70% of respondents placed the minimum of 1.5 metres width of cycle route as most important, while advanced stop lines at junctions (50%) and ensuring minimal route diversion and time delays (42%) were next most important. Removal of centre lines and allowing cyclists to ride at a constant 20mph

were each significantly more likely to be rated as Least important than as Most important.

Vehicle parking at home and on-street

- One in five respondents (20%) had no motor vehicles, but the majority had one (54%), and 21% had two.
- Nearly two-thirds (61%) did not need to park any vehicles on-street, but 33% had to park one on-street and 6% parked two or more on-street. Most of these (65%) did so as they had no off-street parking available, though 29% had some off-street parking but not enough.

Support for Quickways Proposals

Most important quickways routes

- When asked which one quickways route they felt was most important. Just over a third selected Cowley Road/ Oxford Road, and 21% Iffley Road/ Henley Avenue/ Rose Hill, so that those two quickways alone accounted for well over half of all responses. Just over one in 10 respondents (12%) stated that they preferred none of the routes.
- The principal reasons for choosing a particular quickways route were that the route currently felt dangerous/ made them feel vulnerable/ needs to be made safer (by 38%), that it's a route they already use often (by 26%), and that the route is busy/ congested (by 20%).

Motivation from quickways to cycle more

- Just over two-thirds (68%) of all who expressed an opinion claimed that they would Definitely or Maybe cycle more if quickways are approved, with most of those (57%) answering Definitely. Just under 30% stated that they Definitely or Probably would not, though that includes some regular cyclists who did not feel that they would necessarily cycle any more if quickways were introduced.
- As well as those owning bicycles, those most likely to cycle more included respondents with no or only one vehicle at home, and those parking no or only one vehicle on-street.

Impact of quickways on business

- Only 4% of respondents claimed to have taken part in the consultation on behalf of their business or group. Close to 40% of this group felt that quickways would have a positive impact on people delivering to their location, their customers/visitors/members, and their staff/volunteers, though for the latter two these were slightly outweighed by those expecting a negative impact. Significantly more felt that the impact on people collecting deliveries would be negative rather than positive.

Overall level of support for quickways proposals

- Three-quarters of all respondents (75%) supported the overall proposal to implement quickways on the proposed roads in Oxford, while 22% objected to the proposals.
- Support was significantly lower among those answering on behalf of a group or council (54%), and as a business owner or group representative (48%). Those living in Oxfordshire but not studying or working there (often retired people) were also significantly less likely to support the proposals (66%), though student living in the county were significantly more likely than others to support the proposals (85% doing so).
- Support declined with increasing age (to only 62%) of those aged 65+ but always remained in a majority.
- Those with caring responsibilities and those with a disability or long-term health condition were also significantly less likely to support the proposals (51% and 53% respectively), but again always showed a majority in support.
- Only 24% of those with no bicycle supported the proposals (69% opposed).
- Support was 94% among those with no vehicles but dropped to only 55% for those with two vehicles and 32% (61% opposed) for those with three or more. Respondents with two or more vehicles parked on-street were also significantly less likely to agree (44%, with 46% opposed).

- Reasons and further details given spontaneously for supporting the proposals were led by the commitment they showed to cycling, improved road safety for cyclists, and the need to discourage car use, as well as emphasising that cycle lanes should be improved and segregated from traffic as fully as possible.
- Reasons and further details given spontaneously for objecting to the proposals focused on the loss or parking and difficulty of finding workable parking solutions, concerns over parking more generally, the unfair situation that that some residents would have to lose parking/accessibility/property value, that more congestion and traffic would results, and that limited road space would create pinch points- again increasing local traffic.
- When prompted, the three most likely reasons for supporting the proposals – each given by more than 80% - were increased cycling safety, cleaner air/ les pollution, and easier travel by bike.
- The single most likely prompted reason for objecting was that parking would simply be pushed onto nearby roads, given by 68%, with just under half mentioning difficulty in parking on their own street, parking for caring responsibilities elsewhere, traffic impacts during installation of quickways, and their impact on emergency services access.
- The most frequent themes emerging from the 'any other comments' section at the end of the questionnaire reflected several of those already emphasised earlier in the consultation questionnaire, namely the need for fully segregated and not merely painted, cycle lanes, the difficulties that quickways could create for parking, and potential traffic congestion. Comments also, however, often noted the opportunities for quickways to improve safety and ease of traversing these key routes, hence increasing the likelihood of people cycling.

1. Introduction

1.1 Background and method

- Oxfordshire County Council ran a public consultation process during autumn 2021 to gather views on the "quickways" cycle lane scheme proposals developed for some of the main highways in the city of Oxford. The proposals are intended to make cycling smoother and safer while working within the limitations of the street layout and built density of Oxford. These mean that it is not always possible to create fully separate cycle lanes on the proposed routes, and instead existing road space will need to be re-purposed, sometimes reducing on-street parking options.
- The consultation was accessible via a series of briefing documents hosted at Oxfordshire County Council's website and a questionnaire hosted online from 20th September to 31st October 2021. The Council received 1,446 responses to the online survey, plus one 'free-form' letter responses and ne emailed response, All have been included here to give **1,448** responses overall.
- During the process of the consultation and also once it had closed, the Council provided the full survey response datasets to Marketing Means in the form of five Excel spreadsheets. This allowed Marketing Means to merge the responses into a single dataset to conduct the analysis of the raw survey data. This included reviewing the detailed responses to several fully open-ended questions, and coding these by grouping them into the most frequent discrete themes and topics.

1.2 Author and publication

Marketing Means' director Chris Bowden produced this report in December 2021. Any press release or publication of the findings of this survey requires the approval of the author/ Marketing Means. Approval would only be refused if it were felt that the intended use would be inaccurate and/or a misrepresentation of the survey findings.

1.3 Presentation of percentage results in this report

'Valid' responses - Unless otherwise stated, the results are given as a percentage of the total overall valid responses, excluding blank or 'Prefer not to say' responses..

Rounding - The percentage figures quoted in most of the charts and tables in the report have been rounded either up or down to the nearest whole number % value. In some cases, these rounded values do not total exactly 100% for single-choice questions due to that rounding of the figures in each discrete category.

'Net' scores – Where the answer options to a question include opposing viewpoints, e.g. Strongly agree → Strongly disagree, or Definitely → Definitely not, the net score can be calculated by subtracting the combined proportion giving negative answers from the combined proportion giving positive answers. A typical example could be subtracting (a) all saying Strongly disagree or Slightly disagree from (b) all saying Strongly agree or Slightly agree. If the resultant net value is positive, it offers a shorthand way of saying that respondents were more likely to have positive than negative opinions, and the higher the net score (the closer to + 100%) the more the positive answers outweighed the negative. The opposite is true where the net score is negative.

Significance testing and "Statistically significant differences" - All of the % results quoted in this report, and calculated for the different sub-groups of respondents as set out in detail in the accompanying cross-tabulations, have been subjected to significance testing, based on two-sided tests with significance level .05 (i.e. 95% confidence level).

In this report, when we refer to "*significant differences*" between sub-groups, we mean that the statistical test used has indicated that the figures are sufficiently different, i.e. by more than the 95% Confidence Interval, to be considered statistically significant. The 95% Confidence Interval is not quoted in every case because it varies greatly based on the % result in question and on the number of people answering that question.

1.4 Quality Management

Marketing Means' quality management system has been externally audited and registered as accredited for both the international quality management standard ISO9001:2015 and the market research industry-specific standard ISO20252:2012. Our work on this project complied with those standards.

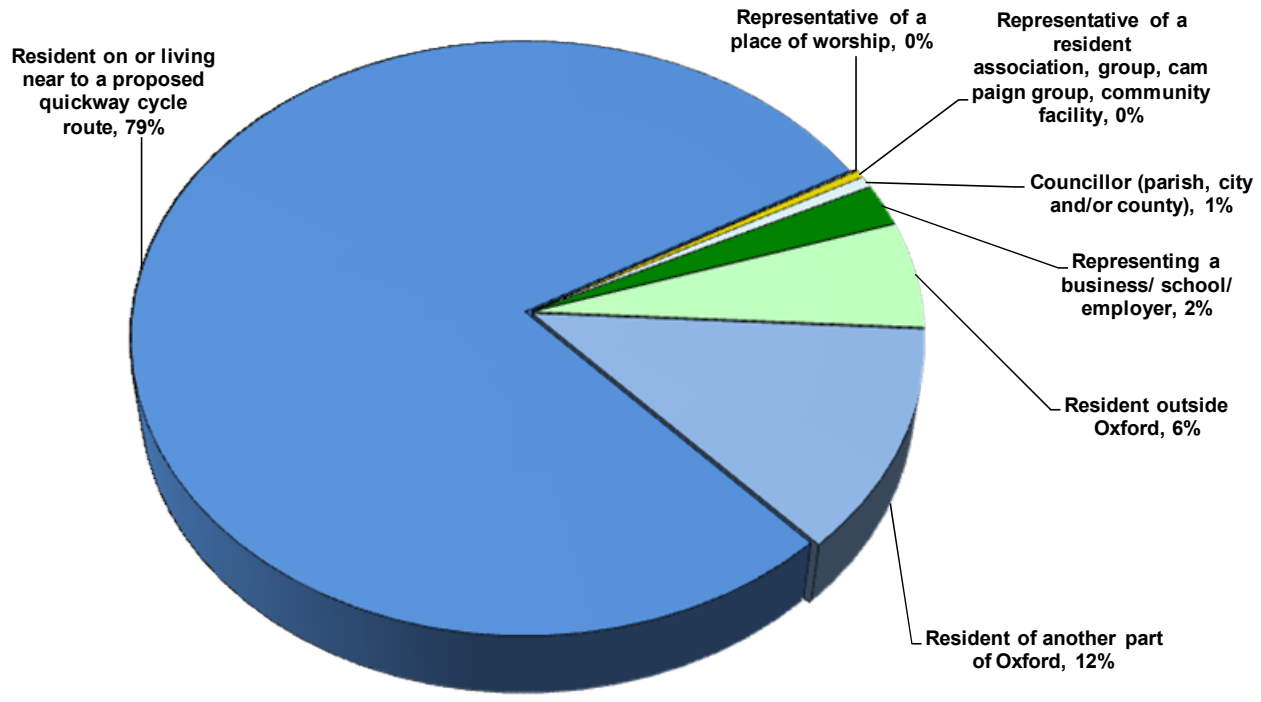
2. Profile of Consultation Respondents

This section briefly sets out the characteristics of the 1,448 respondents who took part in the online public consultation.

2.1 Types of respondents

- Just over three-quarters of the responses (79%) came from residents who lived on or near to one of the proposed quickways cycle routes. Residents of other parts of Oxford contributed 12% of responses, with 6% from residents living somewhere else. The remaining 3% were from local businesses, schools, organisations and campaign groups.
- Although it is possible that some answered in more than one context, this question only allowed one answer to be coded, which for the great majority of respondents was likely to have been the only answer that applied.

R1. Types of respondents in the main survey sample [Please say in what context you are responding to this survey. If you need to answer the survey in more than one context, for example as a local resident and then as a business owner or representative of a group, please submit separate responses.]

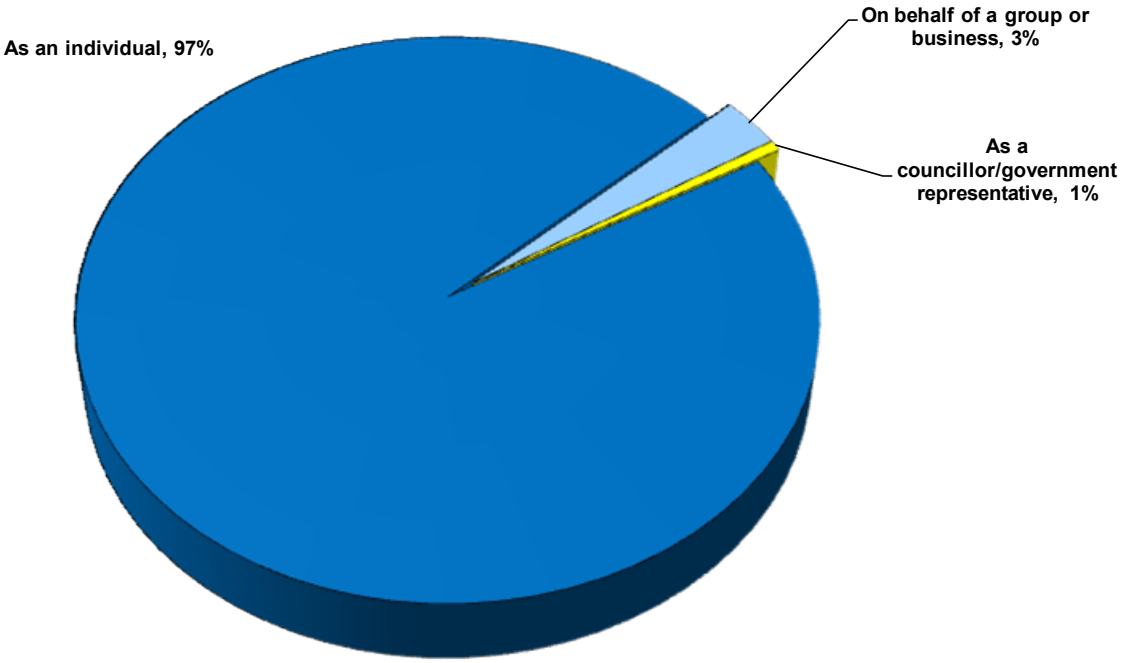


Source: Marketing Means 2021 Base: All respondents who gave a valid answer (1,448)

The consultation also checked whether people were expressing their views as individuals or as part of a group or business.

- Then vast majority, 97%, felt that they were responding as individuals, though 3% replied on behalf of an organisation, group or business, and just 1% from representatives of local government.

R2. Individual and Group responses [Are you responding...?]

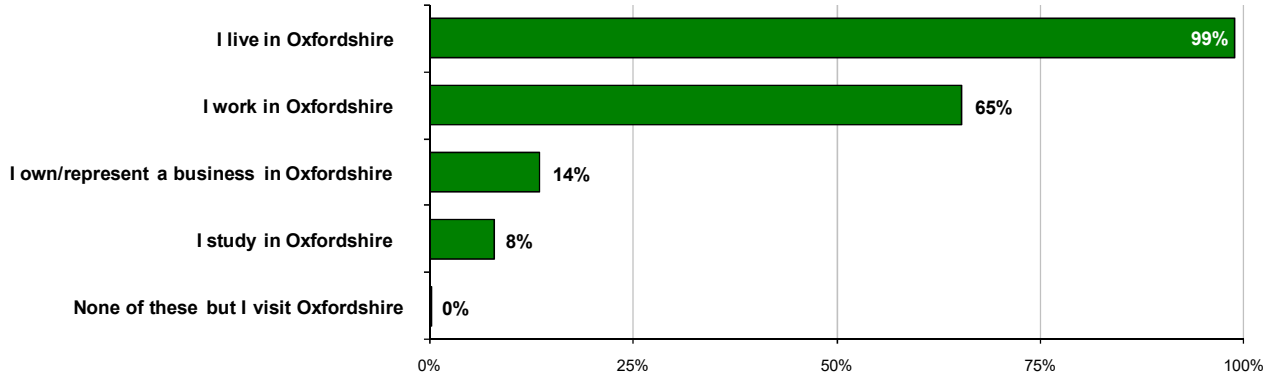


Source: Marketing Means 2021 Base: All respondents who gave a valid answer (1,448)

Respondents were next asked about their relationship to Oxfordshire; whether they lived, worked or studied in the county.

- Almost all respondents (99%) live in Oxfordshire, and nearly two-thirds work in Oxfordshire. Although only 14% claimed to own or represent a local business, this was still significantly more than had responded as businesses/organisations at the previous two questions, suggesting that these people had usually responded as individuals.

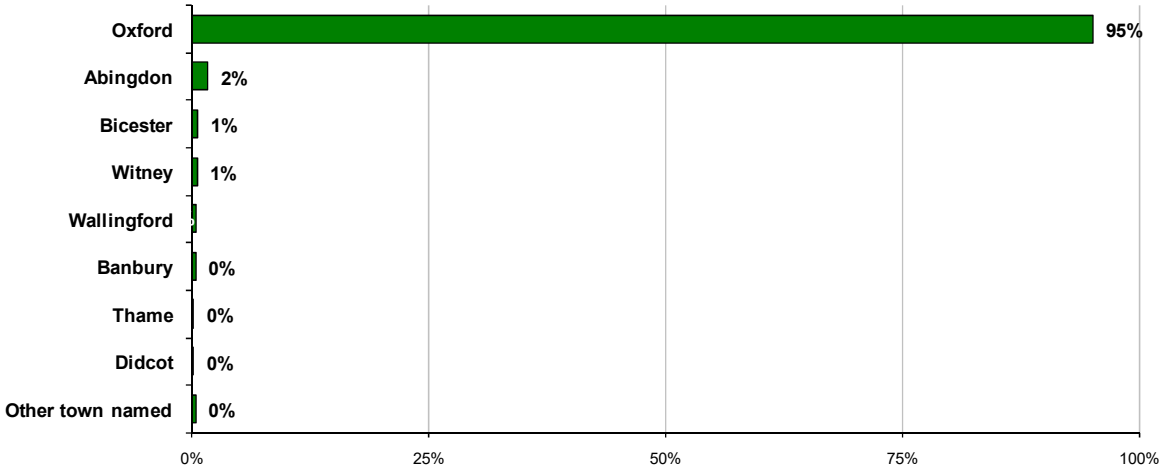
R33. Relationship of respondent to Oxfordshire [Please tick the boxes that apply to you:]



Source: Marketing Means 2021 Base: All who gave a valid answer (1,433)

- We have seen that almost all of the respondents live in Oxfordshire, and in fact 95% of these live in the city of Oxford, site of the quickways schemes.

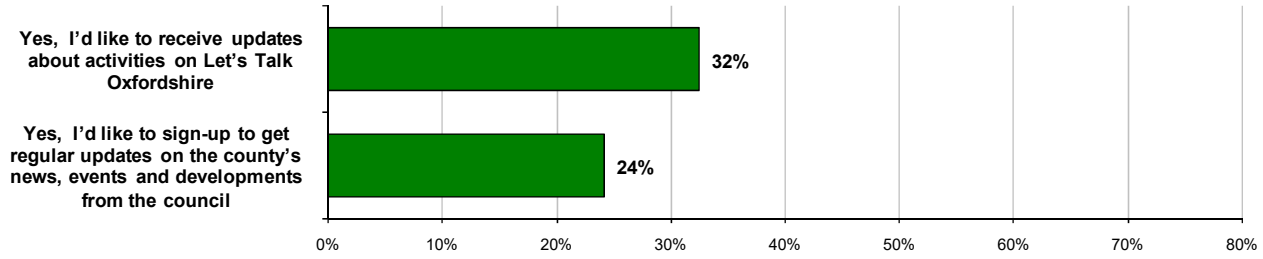
R34. If you live in Oxfordshire, which is the nearest town to where you live?



Source: Marketing Means 2021 Base: All who gave a valid answer (1,202)

- A third of respondents were interested in receiving updates via Let Talk Oxfordshire, while a quarter were willing to receive regular updates on local new events and developments from the Council.

R35. Can we keep in touch?

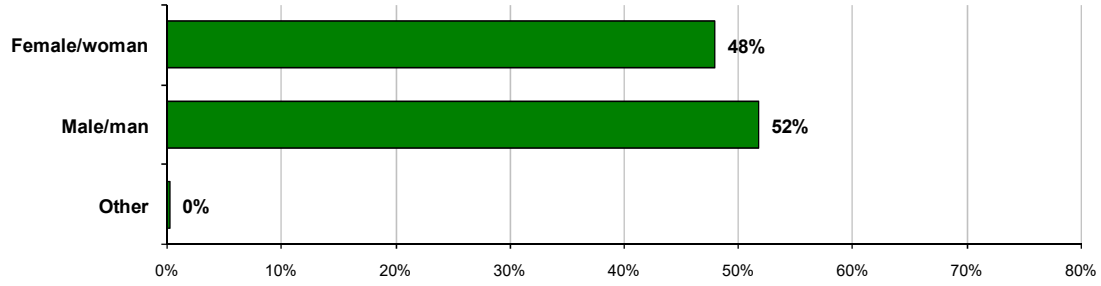


Source: Marketing Means 2021 Base: All respondents (1,448)

2.2 Demographics of respondents

- The gender balance among respondents was tipped slightly toward male respondents (52% vs 48% female).

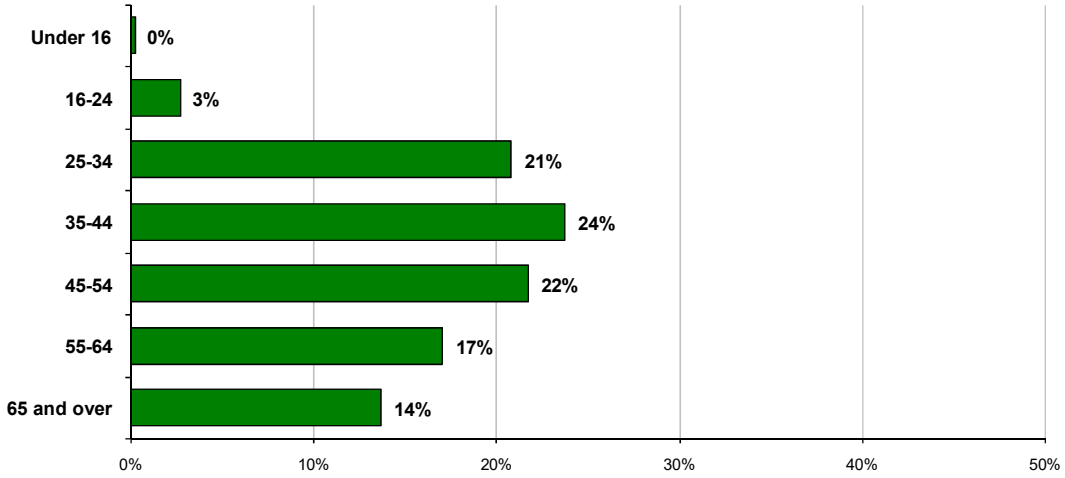
R26. Gender



Source: Marketing Means 2021 Base: All who gave a valid answer (1,339)

- The age profile of responses peaked in the middle-aged groups, with two-thirds (66%) in the 25-34, 35-44, or 45-54 age groups. Very few people in the youngest age ranges participated, only 3% aged under-25.

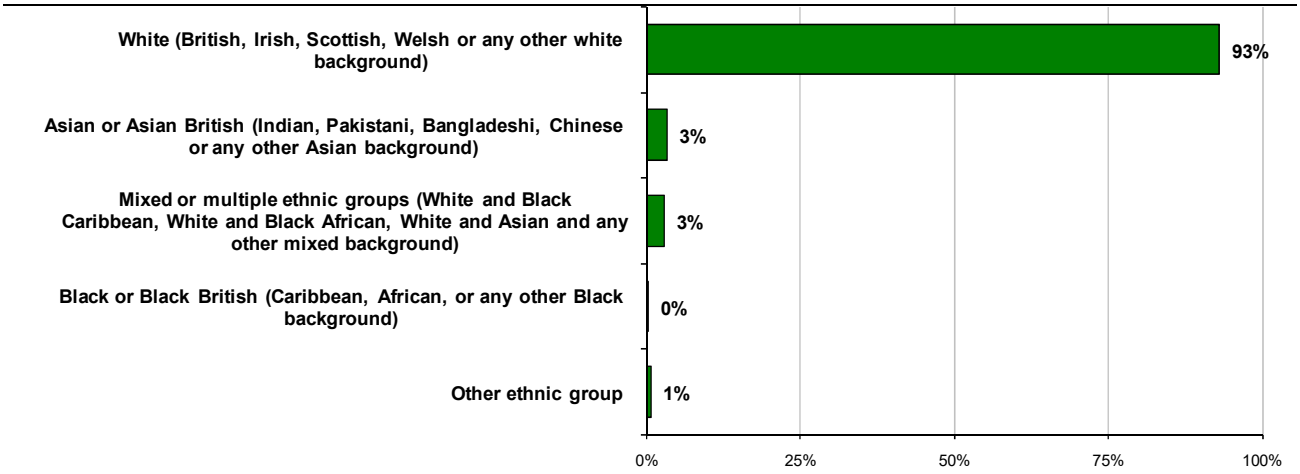
R27. What is your age?



Source: Marketing Means 2021 Base: All who gave a valid answer (1330)

- The great majority of responses were from people describing themselves as from a White ethnic background, this group alone accounting for 93% of responses. Most of the remainder were split between Asian/Asian British groups and Mixed/Multiple ethnic groups, accounting for 3% each.

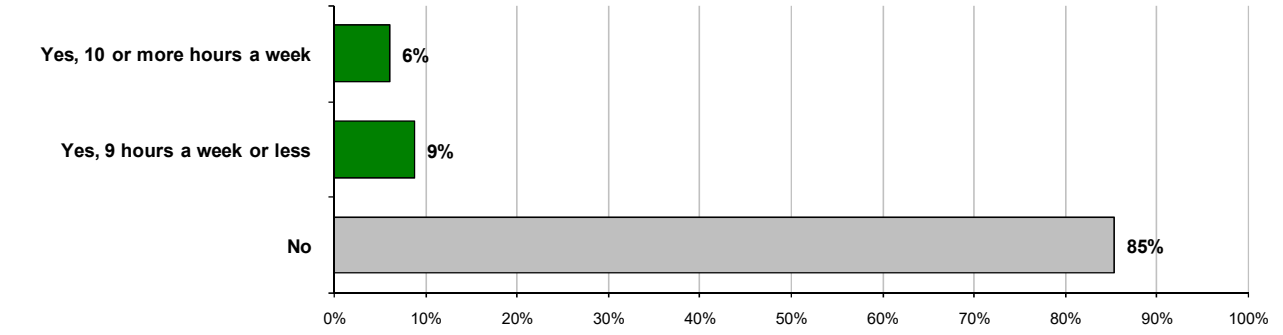
R28. Ethnicity



Source: Marketing Means 2021 Base: All who gave a valid answer (1,227)

- Only 15% of respondents claimed to have any caring responsibilities.

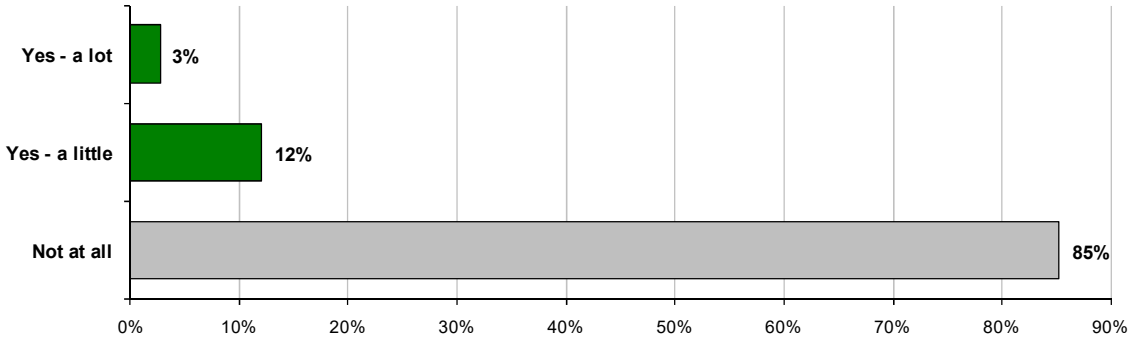
R29. Do you look after, or give any help or support to anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age?



Source: Marketing Means 2021 Base: All who gave a valid answer (1,291)

- A similar proportion of respondents, 15%, had a physical or mental health condition or illness which limited their day-to-day activities. This is somewhat lower than the figure of c.20% for the population as a whole, and may reflect not only the relatively young age profile of the city of Oxford but also the higher incidence of cyclists in the sample, given the nature of this consultation.

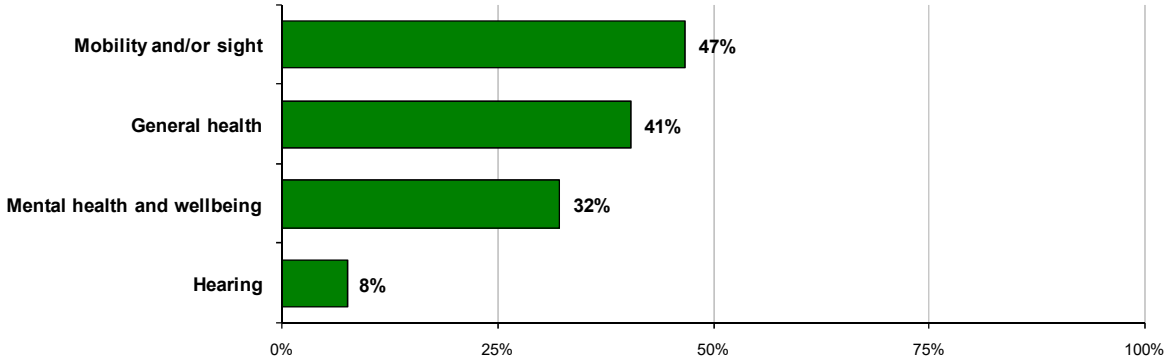
R30. Do you have any physical or mental health conditions or illnesses which reduce your ability to carry out day-to-day activities?



Source: Marketing Means 2021 Base: All who gave a valid answer (1,255)

- Where those with a long-term health condition or disability shared what that condition/illness related to, mobility/sight and general health were the two most likely faculties to be affected.

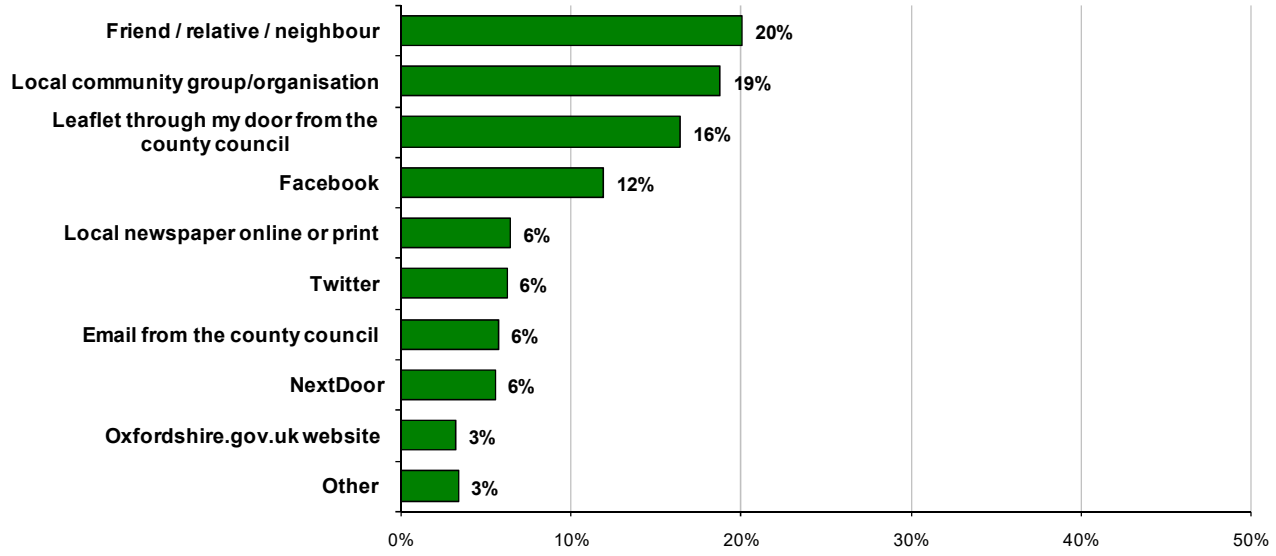
R31. Please can you tell us what your physical or mental health conditions or illnesses relate to?



Source: Marketing Means 2021 Base: All who had a long-term physical/mental health condition, and gave a valid answer (158)

- No single source of finding out about the consultation was greatly more likely than the others, but traditional routes were the most likely sources. These included word of mouth from friends/relatives/neighbours, which may quite possibly have included social media (21%), via a local community group or organisation (19%), and from one of the leaflets through doors mailed as part of the Council's promotion of the consultation (16%).

R31. Please can you tell us what your physical or mental health conditions or illnesses relate to?



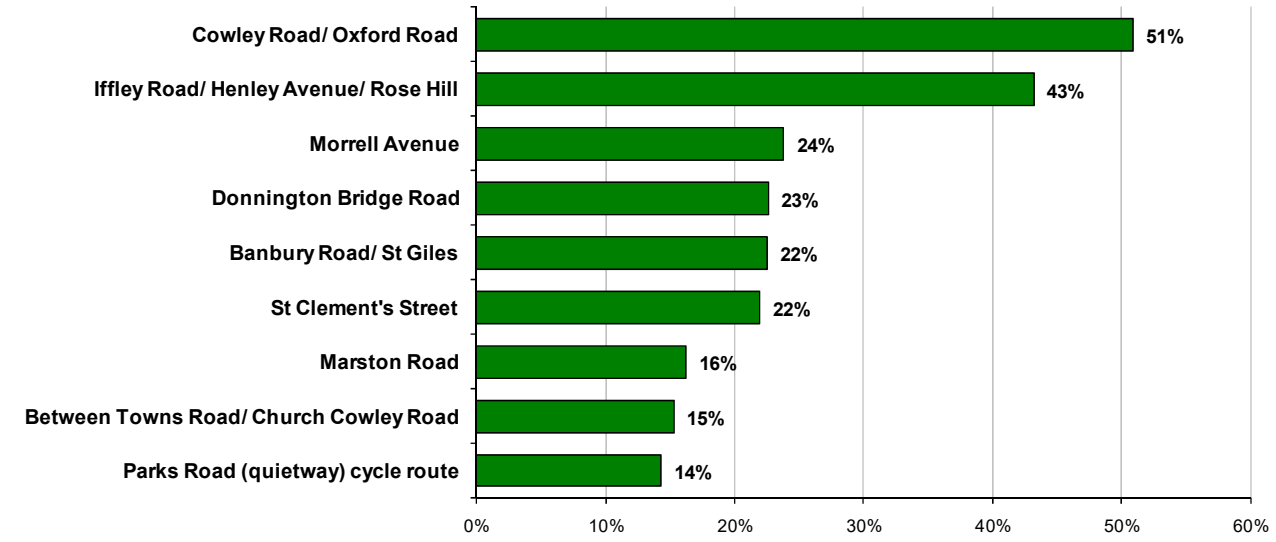
Source: Marketing Means 2021 Base: All who gave a valid answer (1,396)

3. Travel and Parking in Oxford Currently

3.1 Travel habits on quickways routes

- Of the roads listed in the questionnaire, by far the most likely that respondents lived near or used as part of their regular transport route were Cowley Road/ Oxford Road - the only route named by a majority of respondents (51%) - and Iffley Road/ Henley Avenue/ Rose Hill (43%).
- No single other route was selected by more than a quarter of respondents, ranging from 14% to 24%, with the quietway cycle route of Parks Road being the least likely.

R7. Please let us know which of these roads is closest to your main residence or workplace, or, if not, is part of your regular transport route? You can tick more than one if relevant.).

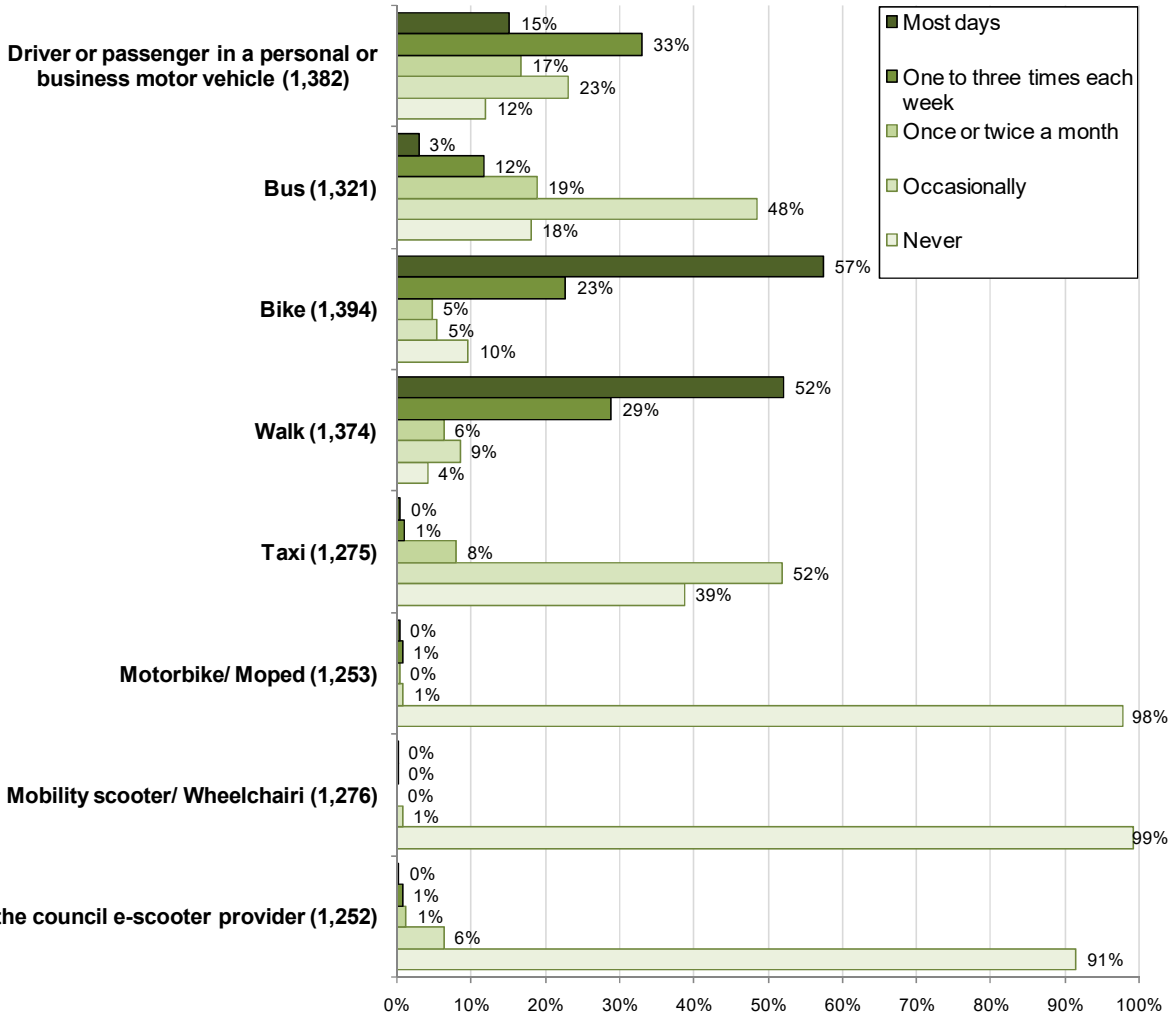


Source: Marketing Means 2021 Base: All who gave a valid answer (1,437)

All respondents were asked how often they used each of a list of key modes of transport, but thinking in particular of how often they did so along the proposed quickways cycle routes.

- The sample clearly included a high proportion of active cyclists, as **cycling** was marginally the most likely way of currently travelling on the proposed quickways routes. Well over half (57%) cycled on these routes on most days, while nearly a quarter (23%) did so one to three times each week. These proportions did not vary significantly according to whether a respondent lived on or near to one of the quickways routes (60% cycled them most days, and 22% one to three times a week) or elsewhere in Oxford (56% most days and 26% one to three times a week).
- **Walking** was by far the next most likely form of travel on these routes, with 52% doing so most days and 29% one to three times a week
- Almost half (48%) travelled on the quickways routes by **car/van as a driver or passenger** at least once a week, though only 15% did so on most days.
- While 15% travelled on the routes by **bus** at least once a week, 3% doing so on most days, other means of travel were much less likely.

R8. For each of the following ways of travel, please rank how often you use them generally. In this question we would like to know your usual form of transport along the proposed quickways cycle routes.

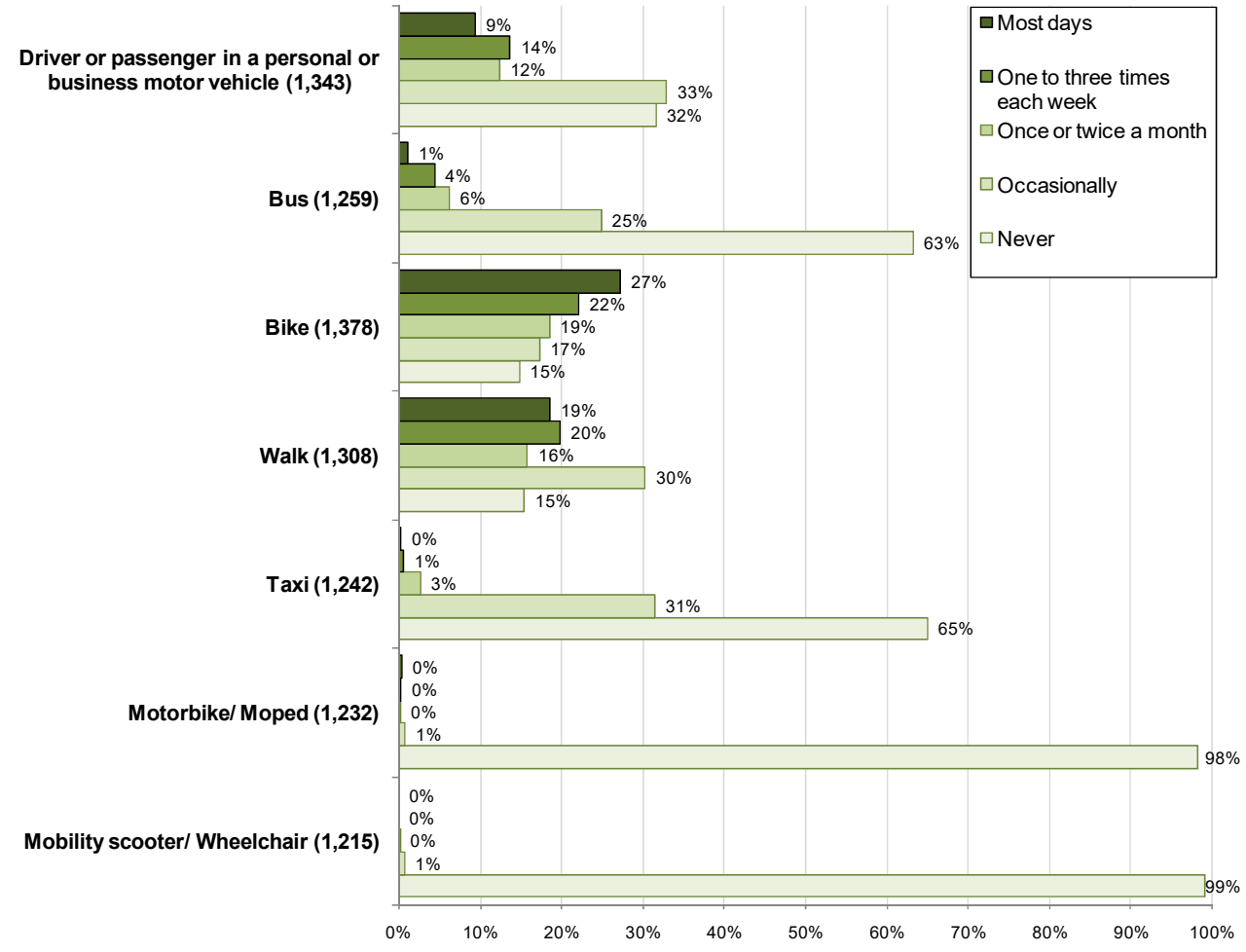


Source: Marketing Means 2021 Base: All respondents answering who gave a valid answer i(numbers given after each mode)

All respondents were also asked, more specifically, how often they travelled by different modes of transport along the proposed quietways cycle route of Parks Road.

- As was the case when combining all quickways routes, **cycling** was the most likely way of currently travelling on the proposed quietways route of Parks Roads, and in the case of this route cycling 'most days' was significantly more likely than walking (27% cycling vs 19% walking). Almost half of those answering this question cycled the Parks Road route at least one to three times a week. Those who listed Parks Road as one of their closest cycle routes were significantly more likely than other to cycle the route on most days (43% vs 24% of those closest to other routes only) or one to three times a week (34% vs 20% of those closest to other routes only).
- **Walking** was again by far the next most likely form of travel on Parks Road, with 19% doing so most days and 20% one to three times a week
- Nearly a quarter (23%) travelled on Parks Road by **car/van as a driver or passenger** at least once a week, though only 9% did so on most days.
- Only 1% travelled by **bus** on the Parks Road route on most days and 4% one to three times a week. Bus travel was even less frequent among those living on or near the route (only 1% travelled as often as one to three times a week).

R9. Travel habits specifically for the proposed quietways cycle route (Parks Road)



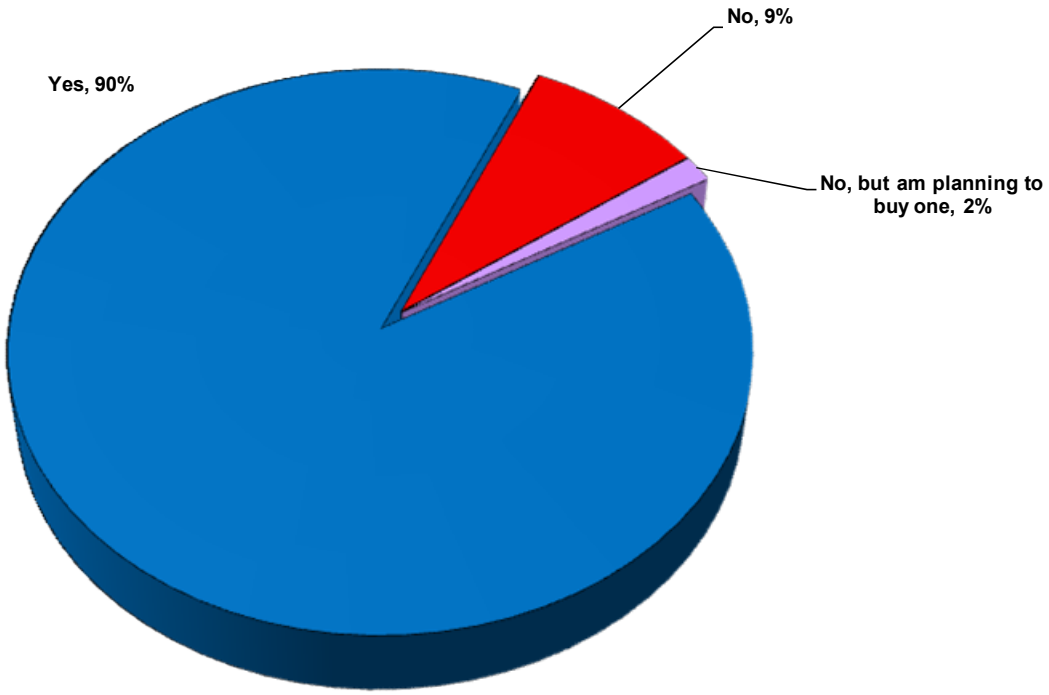
Source: Marketing Means 2021 Base: All respondents answering who gave a valid answer i(numbers given after each mode)

3.2 Cycling behaviour and attitudes

Overall, the vast majority of those who took part in this consultation claimed to own a bicycle, 90% doing so, while a further 2% stated that they were planning to buy one.

- Those respondents aged 65+ were significantly less likely than those in other age groups to own a bicycle, though the great majority still did so, 78% vs 89%-93% of younger age group.
- The age profile effect carried through into related sub-groups, so that both those with caring responsibilities and those with a long-term health condition were significantly less likely than others to own a bicycle (82% and 76% respectively doing so).
- Among those who did not currently own a bike, 15% stated that were planning to buy one.

R10. Do you own a bicycle?

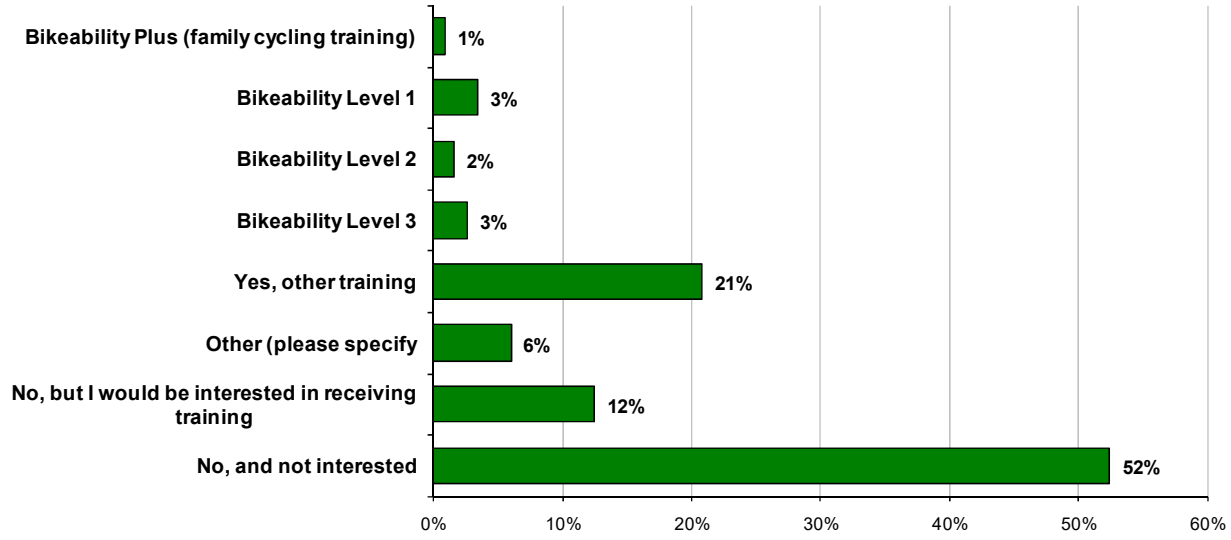


Source: Marketing Means 2021 Base: All respondents who gave a valid answer (1,432)

All were asked whether they had received any cycle training, whether or not they owned a bicycle, Overall, nearly two-thirds (65%) had not received any training at all, and less than one in five of those (or 12% of all answering the question) would be interested in receiving such training.

- Even among those who owned a bicycle, 63% had not received any training, and this rose to 81% among those without.
- Interest in receiving training was highest among those aged under 35 and 35-44 (17% in each group), and among females (16% vs 10% of males). Even 14% of those without a bicycle would be interested in such training.
- Very few had received Bikeability training (9% of those with a bicycle, and only slightly lower at 7% of those without). This was slightly but significantly higher among under-35s (12%).
- Among those with a bicycle, 23% had received other training, but only 4% of those with no bike. The proportion who had received other types of training was lower among under-35s (15%) but significantly higher for 35-44s, 45-54s, and 55-64 (varying between 24% and 26%).

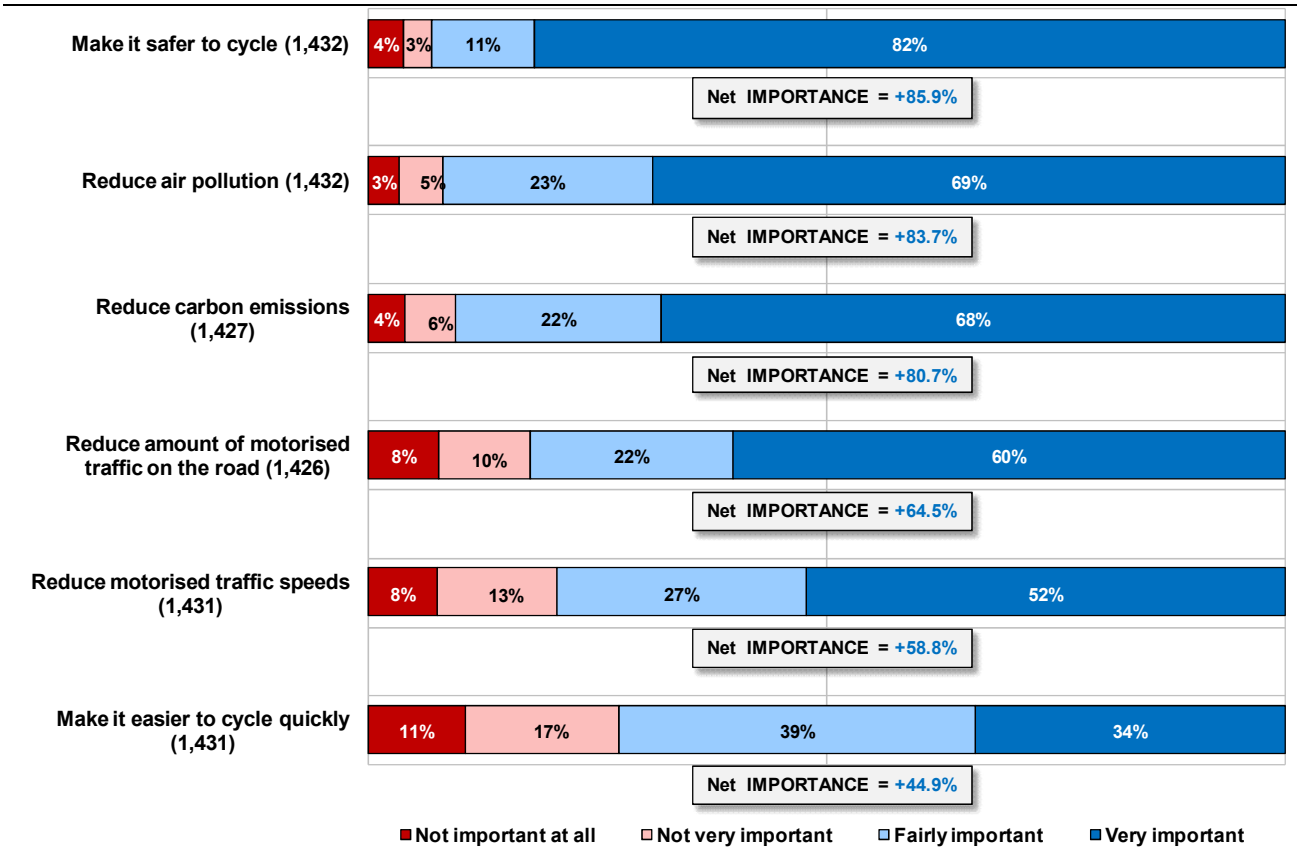
R11. Have you had any cycle training?



Source: Marketing Means 2021 Base: All who gave a valid answer (1,259)

All respondents were asked to consider a list of six principles related to traffic control measures and road cycling and asked how important they felt each one to be. Chart R12 below includes the "Net importance", i.e. the % difference between the proportion rating each as Very/Fairly important and those rating each at Not very/Not at all important.

R12. Please consider each of these principles and tell us how important or unimportant they are to you.



Source: Marketing Means 2021 Base: All respondents who expressed an opinion (number noted next to each category)

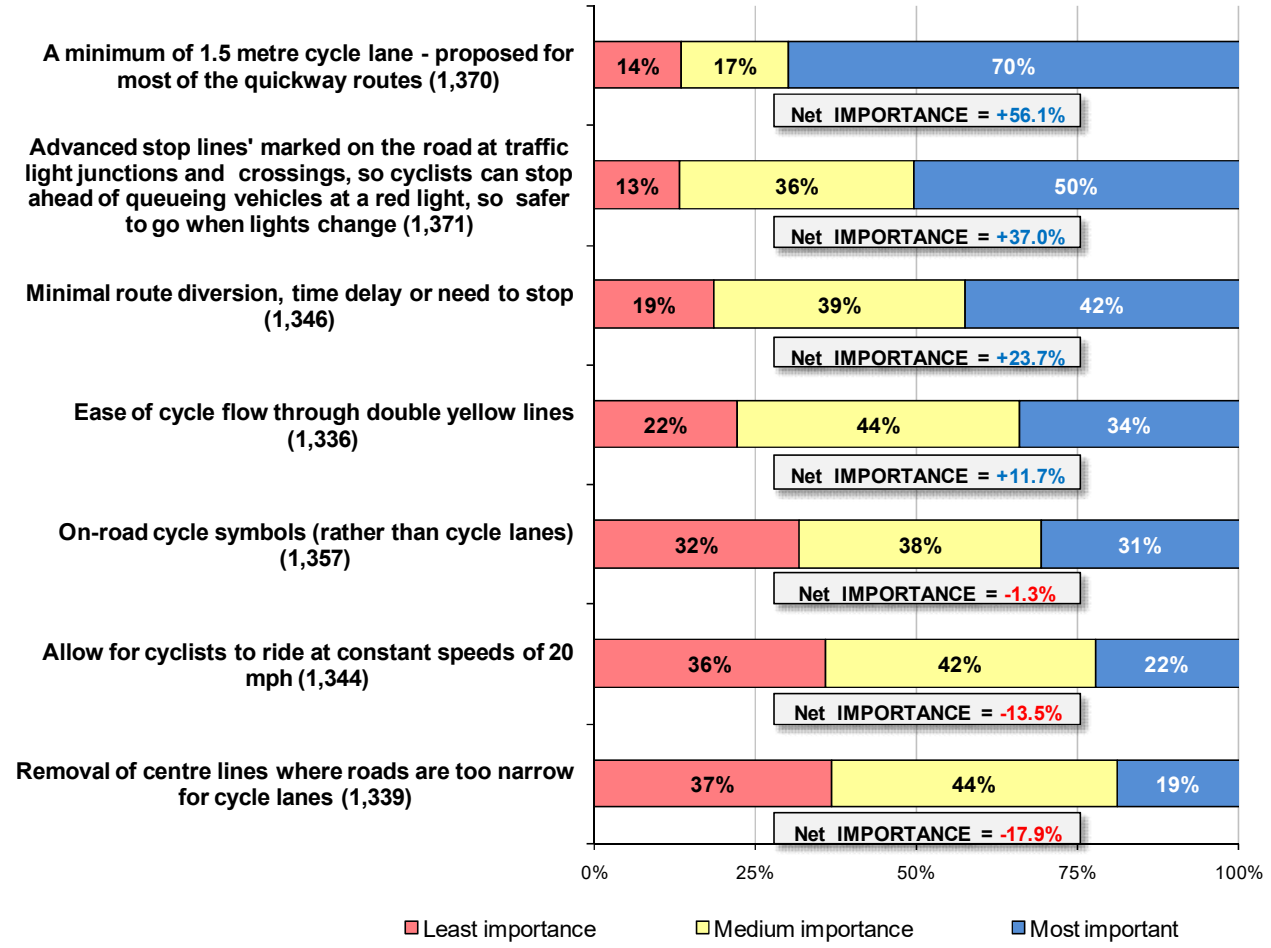
- The principle most likely to be considered Very important was **Make it safer to cycle**. More than four in every five respondents (82%) considered this Very important, and this rose to 87% among those who own a bicycle. With a further 11% considering his fairly important, this principle's net importance score of +85.9% was the highest of all.
  - Its net importance was significantly lower at +70 to +73% among those responding as part of a group or business[1], and lowest of all at +67% among those who did not own a bike, and +68% among those who object to the quickways proposals.
- The principle that drew second highest ratings for importance was **Reduce air pollution**, rated Very important by 69%, and with a high net importance rating of +83.7%.
  - Again, the net importance of reducing air pollution was significantly lower at +50 to +62% among those responding as part of a group or business, and lowest of all at +39% among those who object to the quickways proposals (net importance among those who support the proposals was +96%).

[1] The consultation questions included several variants of defining responses as from groups/businesses or individuals, but each gave a broadly similar pattern of answers from the small minority responding from such a group or business.

- **Reduce carbon emissions** drew very similar ratings to reducing air pollution, rated Very important by 68%, and with almost as high a net importance rating of +80.7%.
  - The net importance of reducing air pollution was, as for reducing air pollution, significantly lower at +50 to +62% among those responding as part of a group or business, and lowest of all at +34% among those who object to the quickways proposals (net importance among those who support the proposals was +94%).
- A clear, albeit smaller, majority of respondents also rated **Reducing the amount of motorised traffic on the road** as Very important, 60% doing so, but with a somewhat lower net importance rating of +64.5% than for the three principles discussed above.
  - The net importance of reducing motorised traffic was also significantly lower at +27 to +45% among those responding as part of a group or business, and much lower at -22% among those who object to the quickways proposals (net importance among those who support the proposals was +91%).
- Ratings of the importance of **Reduced motorised traffic speeds** followed a similar pattern as reducing that type of traffic altogether, with a slight majority, 52%, rating speed reduction as Very important, and a net importance rating of +58.8%.
  - The net importance of reducing the speed of motorised traffic was also significantly lower at +28 to +40% among those responding as part of a group or business, and lowest at -11% among those who object to the quickways proposals (net importance among those who support the proposals was +80%).
- A second principle related to cycling, **Make it easier to cycle quickly**, drew the lowest levels of importance of any of those listed, with only 34% rating this as very important though still a combined majority (Very plus Fairly) of 74%. The net importance rating of this principle was +44.9%.
  - The net importance of making it easier to cycle quickly was, as might be expected, significantly lower at -5 to +11% among those responding as part of a group or business, and lowest at -54% among those who object to the quickways proposals (net importance among those who support the proposals was +75%).

Respondents were given a second batch of statements that related to different features of the proposed quickways measures and asked to rate them on a different scale to the principles just discussed, this time a semi-relative scale of Most important, Medium importance, and Least importance. As Chart R13 below shows, different features were rated very differently by the sample as a whole[2].

R13. If you use a bicycle for some or all of your travelling needs, or you would like to use one more often, how important are each of these quickway features to you?



Source: Marketing Means 2021 Base: All respondents who gave a valid answer

- The only quickway feature that a clear majority of respondents rated as Most important, 70% doing so, was the **minimum 1.5m cycle lane width**. Only 14% considered this Least important, giving a net importance (Most important minus Least importance) of +56.1%, by far the highest of any of the seven features listed.
  - The net importance of this 1.5m cycle lane width was significantly lower at +5% to +22% among those responding as part of a group or business, and strongly negative at -54% among those who

[2] It should be noted that, as the opening to the chart title/question wording suggests, these features were intended only to the rated by those using a bicycle for some travelling currently, and those who would like to do the same. In practice, of the c. 1,350 people who gave a response for each feature, approximately 90 were from people who did not own a bike, most of whom were not planning to buy one. To fairly represent participants' views, however, as we cannot be sure that these people may not have liked to cycle more often (or at all), we have kept all respondents in this analysis.

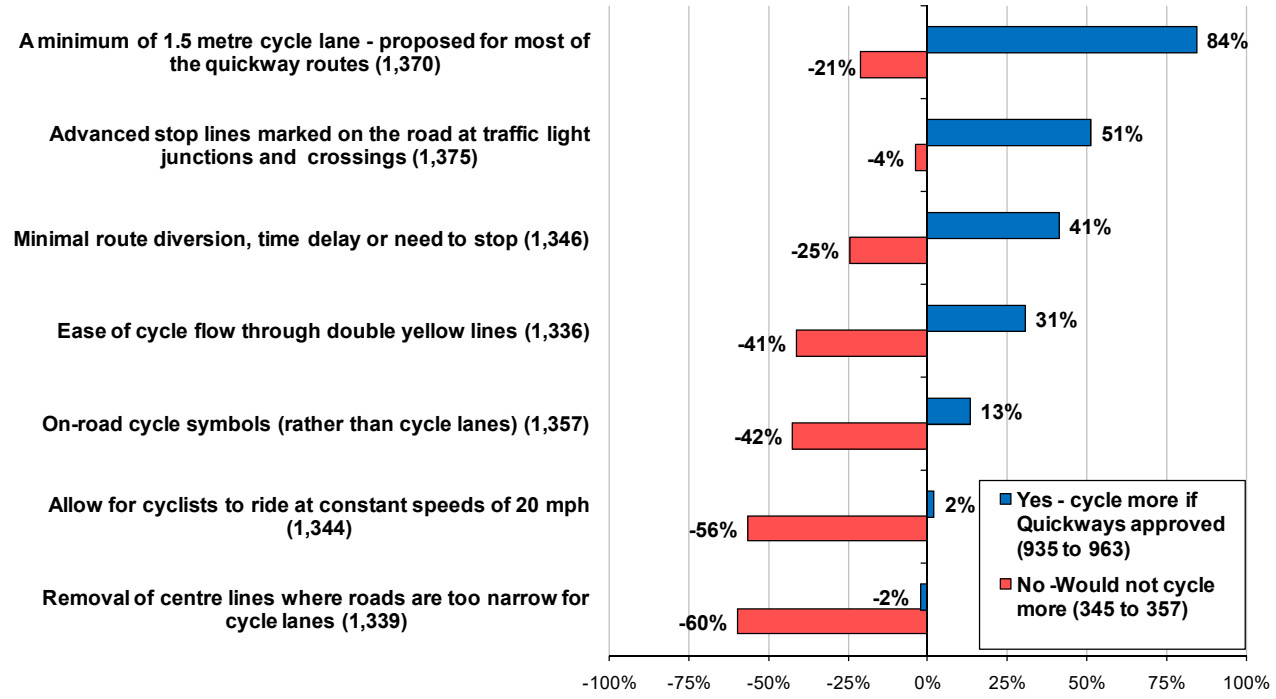
object to the quickways proposals (net importance among those who support the proposals was +84%).

- **Advanced stop lines for cyclists** were rated most important by 50%, with a net importance of +37.0%.
  - The net importance of advanced stop lines width was significantly lower at 0% to +15% among those responding as part of a group or business, and strongly negative at -27% among those who object to the quickways proposals (net importance among those who support the proposals was +53%).
- **Minimal route diversion, time delay or need to stop** was one of the most popular attractions of quickways, this feature considered very important by 42%, with a net importance of +23.7%.
  - As the feature relates to cyclists rather than motorists avoiding delay and stopping, the net importance was again far lower at -32% to -11% among those responding as part of a group or business, and strongly negative at -51% among those who object to the quickways proposals (net importance among those who support the proposals was +44%).
- **Ease of cycle flow through double yellow lines** was the only other feature with a positive net importance, i.e. more likely to be considered most rather than least important, of +11.7%, but this partly because it also drew the joint highest proportion rating it as of Medium importance, 44%.
  - The net importance was lower at -27% to -9% among those responding as part of a group or business, and very strongly negative at -64% among those who object to the quickways proposals (net importance among the proposals' supporters was +31%).
- **On-road cycle symbols rather than lanes** split opinion somewhat, reflected in this feature's net importance rating of only -1.3%, i.e. very close to zero, and only slightly more likely to be rated least important (32%) than Most important (31%).
  - The net importance was lower at -26% to -11% among those responding as part of a group or business, and strongly negative at -59% among those who object to the quickways proposals (net importance even among the proposals' supporters was a moderate +12%).
- The final two features both drew moderately negative net importance scores, of -13.5% for **allowing cyclists to ride at a constant 20mph** and -17.9% for **removal of centre lines where roads are too narrow for cycle lanes**, although both attracted high proportions of 42% and 44% respectively rating them as of medium importance.
  - Clearly, even among keener cyclists these were not considered particularly important features. Of those supporting the quickways proposals overall, net importance for riding at a constant 20mph was +3.4% (-76% for those objecting) and for removal of centre lines -2.8% (-75% for those objecting).

Looking at the same data, but using the summary measure of net importance, we can see very clear differences when comparing views of the sub-groups of people who would cycle more if quickways were approved with those who would not.

- Among those would cycle more, the **1.5m minimum lane width** was by far the most popular feature, with a net importance of +84%. **Advanced stop lines for cyclists**, **Minimal route diversion/delay/stops**, and **Ease of cycle flow through double yellow lines** were also very popular, with +51%, 41% and 31%.
  - This same group gave very low net importance for two features, **Allowing cyclists to ride at a constant 20mph** (+2%) and **removal of the centre line if needed on some roads** (-2%) indicating that neither played a major role in their decision to support the proposal.
- Among those who would not cycle more if the proposals went ahead, all seven features drew negative net importance scores. The use of **advanced stop lines** was the only feature to have a net approval rating even remotely close to zero, -4%, presumably due to its all-round road safety benefits for all road users The most negative of all were **allowing cyclists to ride at a constant 20mph** (-56%) and **removal of the centre line if needed on some roads** (-60%).

R13. *[Net importance]* If you use a bicycle for some or all of your travelling needs, or you would like to use one more often, how important are each of these quickway features to you?



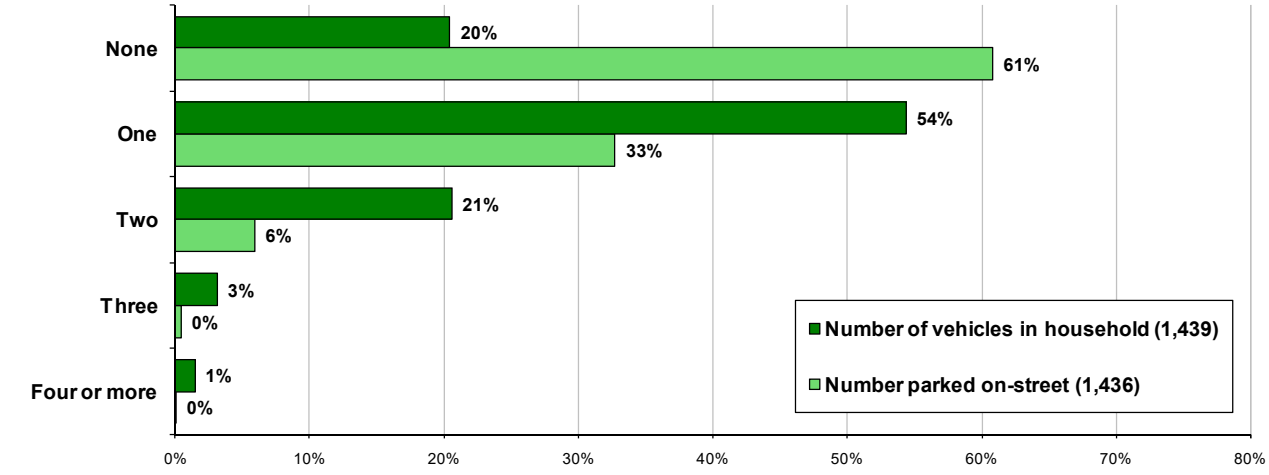
Source: Marketing Means 2021 Base: All respondents who expressed an opinion (number noted next to each category)

3.3 Vehicle parking at home and on-street

All respondents were asked to state how many motor vehicles they had in their household, and how many they currently park on-street. This was primarily to provide additional understanding when assessing their views of the quickways proposals, especially those that may directly affect on-street parking.

- As shown in Chart R14 below, one in five respondents (20%) had no motor vehicles in their household at all. This was significantly more likely for those aged under 35 (34%, ns 14% to 21% across all other age groups), and those studying in Oxford (41%).
- The majority of respondents (54%), however, had one vehicle only, with a further 21% having two vehicles in their household. Only 5% had three or more vehicles.
- In regard to on-street parking, the clear majority of respondents (61%) – which included those with no vehicles at home at all – did not park any vehicles on-street. Again this was significantly more likely among under-35s (71% with no vehicles on-street). Nevertheless, one in three households (33%) parked one vehicle on-street, and just over 6% parked two or more on-street, this last group the most likely to be affected by any policies to curtail on-street parking.

R14. How many motor vehicles are there in your household?/ R15. How many vehicles do you currently park on the street?

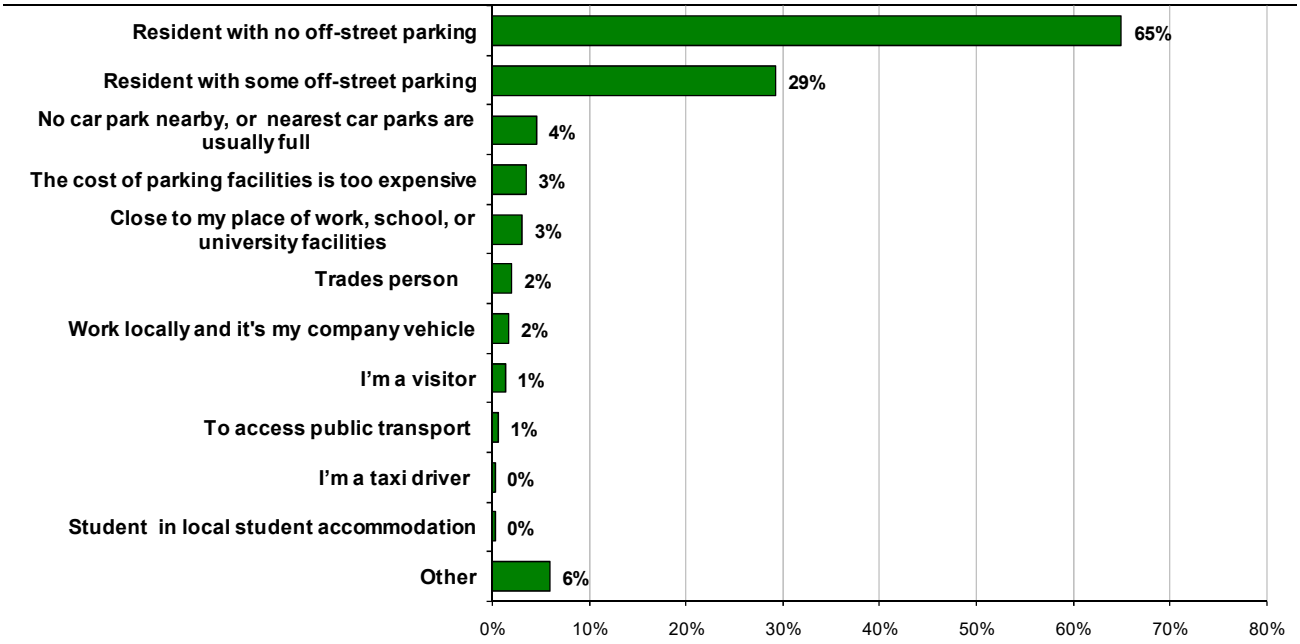


Source: Marketing Means 2021 Base: All who gave a valid answer (given in brackets in the legend)

- It is worth noting that for all of the principles covered in R12 and features of quickways covered in R13, respondents with (a) a greater number of vehicles at home and (b) greater numbers of vehicles parked on-street were consistently significantly less likely to rate any principle/feature as important.

- Two reasons dominated when respondents who parked on-street were asked to explain why. The first reason, and the only one given by the majority of this group (65%), was simply having no off-street parking available.
- The second reason, given by well over a quarter (29%) of those parking on-street, was that they were a resident with some off-street parking but presumably not enough. This reason was especially likely among those with two vehicles (51%) or three or more vehicles (63%).
- Several other reasons also played a much smaller part in people having to park on-street (each mentioned by <5% of respondents), in particular a lack of any off-road car-parking or car parks in their area, the high cost of parting facilities, their proximity to their workplace, school or university (limiting spaces available), and using trade/company vehicles.

R16. What's the main reason why you are parking on street?



Source: Marketing Means 2021 Base: All who park on-street and gave a valid answer (559)

4. Support for Quickways Proposals

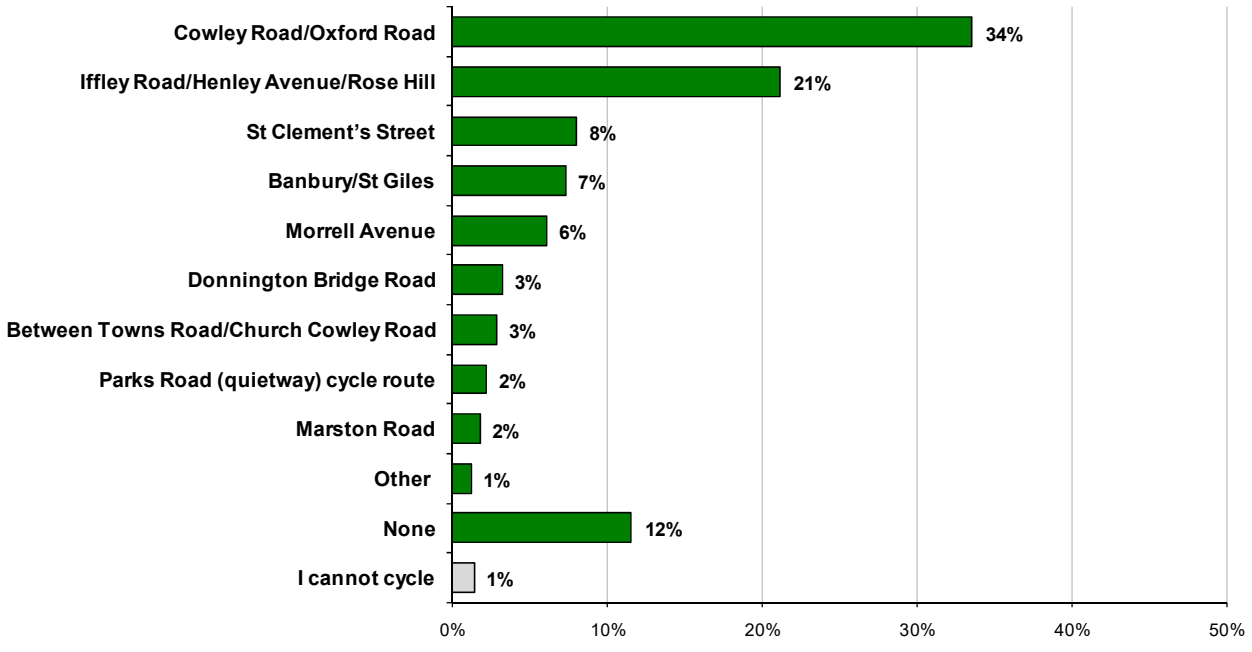
In this section, we assess the level of support for the quickways proposals as a whole, as well as support for specific routes.

4.1 Most important quickways route

Having reviewed the plans presented in the consultation, respondents were first asked which of the nine proposed quickways routes they considered to be most important, and could select one answer only.

- Two routes accounted for more than half of the responses between them, and no other routes were selected by more than 8% of respondents. The most popular of all was **Cowley Road/ Oxford Road** (34%), some way ahead of **Iffley Road/ Henley Avenue/ Rose Hill** (21%).
  - Cowley Road/ Oxford Road was the most popular choice whether or not respondents lived in Oxford (34% of those living near any quickways routes, 29% of those living elsewhere in Oxford, and 32% of those living elsewhere), and was selected by almost half of those for whom it was the closest route to their residence or workplace (46%). Cowley Road/ Oxford Road remained the most popular choice even among sub-groups less in favour of quickways generally (e.g. chosen by 14% of those who objected to quickways proposals, 22% of those who did not own a bicycle, and 18% of those who would not cycle more even if quickways were introduced).
  - Iffley Road/ Henley Avenue/ Rose Hill was comfortably the second most popular of the routes among those living near the quickways routes (24%, and 44% among those for whom this was the closest of the quickways routes), but St Clement's St was equally popular among those living elsewhere in Oxford (both scoring 12%). Iffley Road/ Henley Avenue/ Rose Hill was only fourth most popular among those living elsewhere (7%).

R17. Looking at the plans, which of the proposed quickway cycle routes do you consider most important?



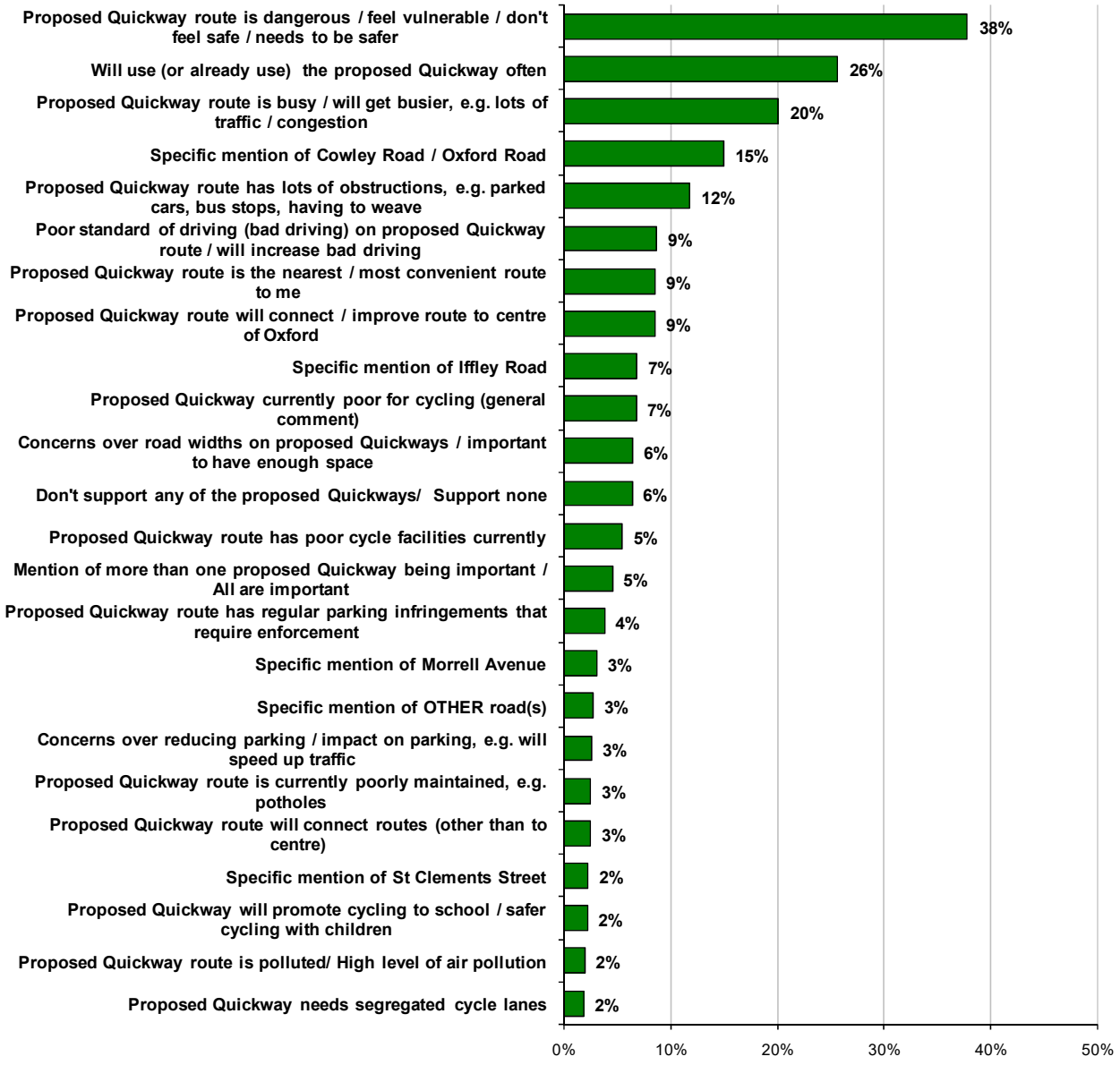
Source: Marketing Means 2021 Base: All who gave a valid answer (1,386)

- A significant minority (12%) stated that they preferred none of the routes. This was significantly higher among those representing businesses or groups (27% to 31%), those with caring responsibilities (22%),

those opposed to quickways (48%), those who would not be likely to cycle more if quickways were introduced (36%), and those parking two or more vehicles on-street (29%).

Respondents were next asked to state in their own words why their choice of quickway was the most important to them. Chart R18 summarises the most frequent specific reasons given, grouped into the most common themes (each respondent's comment was allotted to one or multiple themes as appropriate). The reasons given sometimes related explicitly to the quickway route in question, but sometimes could have applied to most or all of the quickways as a more generic characteristic of the scheme.

R18. Please let us know why your choice of proposed quickway is the most important to you.



Source: Marketing Means 2021 Base: All who expressed support for a Quickway and gave a comment (1,240)

- The most frequent themes to emerge among the answers given related to problems with the proposed quickways routes as they stand, and hence usually welcoming change. Well over a third (38%) of those who commented felt that their favoured quickway route was **dangerous, made them feel vulnerable and/or should be made safer**.

- *"Because Cowley Road traffic can be dangerous to cyclists as it currently stands"*
- *"Cowley Road feels the most dangerous to cycle along now. Cowley Road is my most direct way to work but I avoid it and go down Morrell Avenue because it is safer. I know people who live along Cowley Road and take the bus because cycling is too dangerous."*
- *"Cycling on Cowley Road is terrifying with drivers showing little or no awareness of cyclists despite their presence in large numbers"*
- *"It [Iffley Road/Henley Avenue/Rose Hill] is currently a dangerous road on which to cycle, given traffic volumes, poor cycle lanes, and yellow-line infringements"*
- *"It [Iffley Road/Henley Avenue/Rose Hill] is the most dangerous to cycle on, with cars regularly crossing into (and often blocking) the existing cycle path. Lots of younger cyclists use this road, or would like to if it was safer."*

- Just over a quarter (26%) gave the next most frequent answer, which was simply that they **already use their favoured quickway often**, and hence had chosen it at the previous question.
  - *"This is where I cycle daily to work and town."*
  - *"Because that is the one I am most likely to use and it's currently a dangerous stretch of road."*
  - *"This is my route to work and where vehicles often overtake too closely and drive too fast"*
  - *"I cycle along the Iffley Road twice a day with my two children to go to and from school."*
- A further 9% noted in a similar vein that their favoured route is **simply the nearest to them**.
  - *"It is important to me because I live on Iffley Road, so I cycle on that road everyday to get to work in the city centre."*
  - *"I live next to Cowley road and I frequently cycle along it"*
  - *"It's a main route into Oxford and also where I live!"*
- One in five (20%) commented that their favoured quickway route was **busy and/or getting busier, already suffering from weight of traffic and congestion**.
  - *"Generally: it ([Cowley Road] is an extremely busy road and one of the most important into the centre. It's chaotic and dangerous to cycle on for all but the most confident cyclists."*
  - *"Because I use this road most often and it [Cowley Road] is the most congested with motorised traffic"*
  - *"It is currently very stressful to cycle down Cowley Road as there is too much traffic, parked cars, and buses, all on narrow lanes. As such, I almost never take this route and use the bus when going to down instead."*
  - *"Often in the evenings Iffley is grid-lock with traffic making it very dangerous for cyclists due to cars waiting on the cycle lane."*
  - *"It [St Clement's] is a busy street with lots of traffic and not well maintained; I always feel anxious with buses and traffic to cycle down that road"*
- Just over one in ten (12%) noted the **difficulty of travelling their favoured route, due to parked cars, bus stops and generally having to weave to avoid accidents**.
  - *"I cycle [Iffley Road] most days and it's currently dangerous with its patchy, non segregated cycle lanes, and on street parking close to traffic islands causing cars and even lorries to squeeze past cyclists far too close, queuing traffic blocking the whole road"*

- *"The presence of parked cars on street and constant flow of traffic on these routes mean that I often feel unsafe"*
- *"It's [Iffley Road/Henley Avenue/Rose Hill] my daily commute to the city centre and it's sometimes very annoying and dangerous to have to cycle around parked cars on the street"*
- *"I cycle down Cowley road 4 times a week. This road is notorious for being dangerous to cycle down, there are numerous hazards: multiple parked vehicles (often on double yellows whilst people 'nip into' shops/takeaways), HGVs, speeding, buses etc."*

- Only slightly fewer (9%) commented on the **poor standard of driving along the route, and/or the possibility that restrictions could increase such poor driving**.
  - *"Cowley Road is an absolute traffic chaos, with many drivers not obeying the rules (stopping where it is not permitted, opening car doors without checking for cyclists etc). Cycling gets very dangerous"*
  - *"[Iffley Road/Henley Avenue/Rose Hill] You must consider traffic behaviour which can be dangerous, large vehicles contesting narrow lanes, and loss of on-street parking - looks like a racetrack."*
  - *"Morrell Avenue is an unsafe road to cycle. The road surface is very rough and car drivers often pull onto Morrell Avenue without appreciating how fast you are cycling downhill."*
  - *"St Clement's Street is one of the worst for parked cars, overtaking vehicles and conflict with often-aggressive motorists."*
- The same proportion of 9% saw the **potential benefit of the quickway approach in connecting them better, via an improved route, to central Oxford**.
  - *"It's [Cowley Road] also a busy route into town for cyclists. It would be much safer if a quickway were developed."*
  - *"A coherent network of safe cycle routes is needed"*
  - *"This [Iffley Road/Henley Avenue/Rose Hill] is the most important because it will create a route from the ring road cycle route to town, the Cowley Road one could be as important but drops out so isn't as complete."*
  - *"St Clement's Street is really how East Oxford connects to city centre, and it is currently only suitable for very experienced cyclists"*
  - *"There is desperate need of a safe cycle route between Headington and the city centre, and measures to make old road (existing cycle path goes on+off pavement), Warneford Lane (car door zone) and Morrell Ave (street pkg) safer would be welcomed"*
- Almost as many (7%) commented that their preferred quickway was **poor for cycling**.
  - *"[Iffley Road/Henley Avenue/Rose Hill] Currently limited safety features for cyclists esp.. returning from town"*
  - *"[Cowley Road] car drivers oblivious to cyclists (open car doors without looking, block bike lane) - road too narrow - potholes at edge/severe camber/dip around drains - lack of CONTINUOUS bike path"*
  - *"Cowley Road is currently a bad design for cyclists with the traffic calming bollards sticking out into the road."*
  - *"[Iffley Road/Henley Avenue/Rose Hill] The current cycle lanes are inadequate. The paint has worn away due to cars ignoring them and driving in the cycle lanes, frequently forcing cyclists to go up on the pavement. I cycle my children to school every day and the current situation is unsafe."*

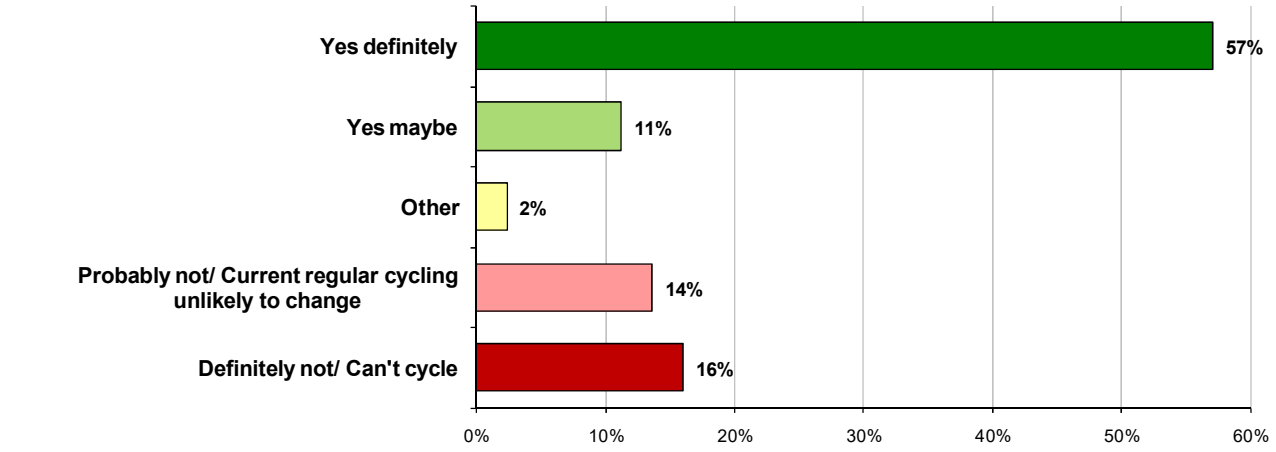
- Just over 6% expressed **concern over the road-width of their preferred quickway and the need to have enough space for drivers and cyclists**.
    - *"Banbury road (especially the "Summertown Roundabout") is currently unsafe for cycling as bikes are not properly segregated from vehicles. Also the "cycle lanes" that exist often amount to white paint on a pavement which is not safe for pedestrians"*
    - *"I use Banbury Road and Iffley Road the most. Banbury already has bus lane on both directions, but Iffley Road not only has parked vehicle on cycle lane, drivers also often over take cyclists while approaching blind turnings."*
    - *"[St Clement's Street] is one of the ones I use the most often and feels the most dangerous to use currently as cyclists do not have space and are squeezed by buses regularly."*

4.2 Motivation from quickways to cycle more

One of the key aims of the proposed quickways scheme is to encourage active travel through making several key routes in Oxford safe and more appealing to cyclists, whether they are already cycling or just considering cycling. All respondents were therefore asked directly whether they would consider cycling more if quickways were approved.

- Just over two-thirds (68%) of all who commented claimed that they would Definitely or Maybe cycle more if quickways are approved, with most of those (57% of the entire sample) opting for Definitely.
    - The proportion who felt that they would Definitely cycle more was significantly higher among those studying in Oxford (72%), those supporting the quickways proposals (76%), and those with no vehicle in their household (75%).
    - Residents who had Banbury Road/St Giles or the Parks Road quietway as the nearest of the proposed sites were also significantly more likely than those living nearer other routes (69% at Parks Road and 68% at Banbury Road/ St Giles being Definitely likely to cycle more).
- Respondents could also give answers other than those listed in the questionnaire, with the most common among those being from people who already cycled and did not expect that to change, accounting for 3% of all responses in the questionnaire. For the purpose of the summary in Chart R19 below, we have grouped those responses with other who indicated that they would probably not cycle more, as it is likely that other regular cyclists who felt that they were unlikely to change their behaviour may have ticked that pre-coded option rather than typing a comment. Combining all saying that they would Probably not or Definitely not cycle more as a result of the quickways gives a total of just under 30% of the sample

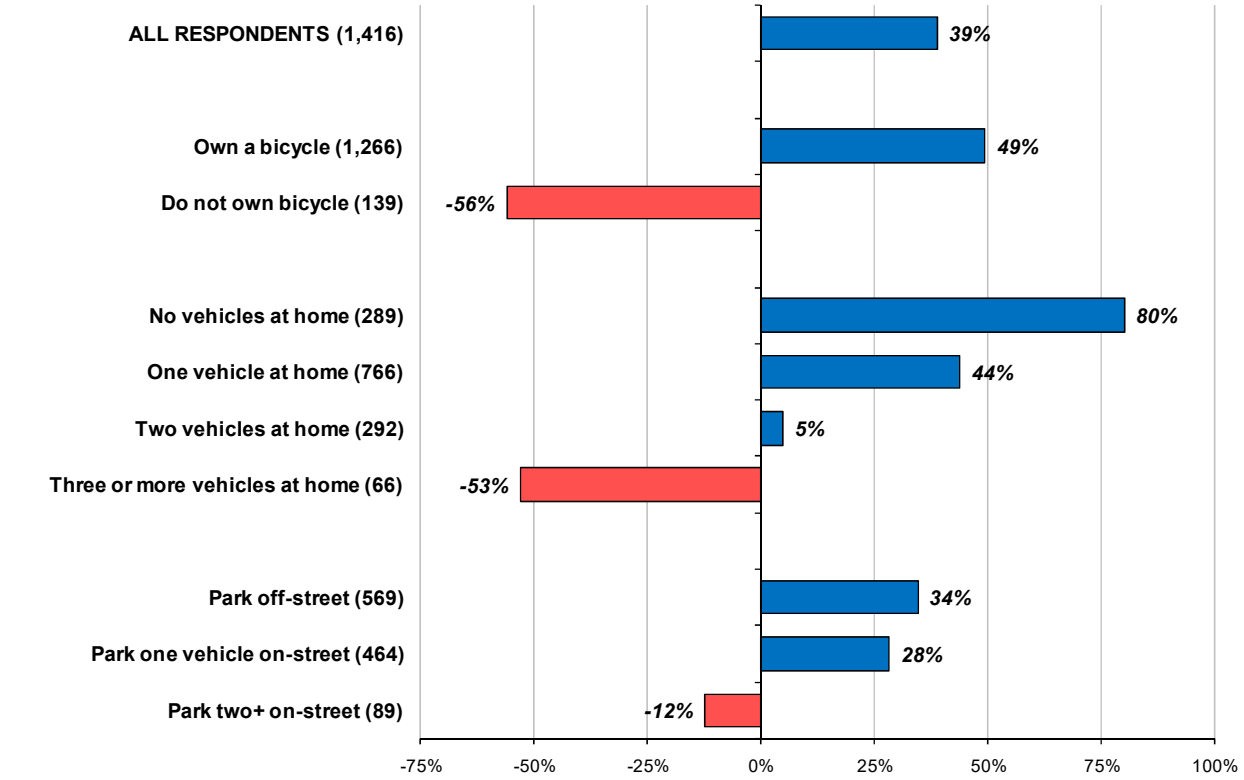
R19. If the proposed quickway cycle routes are approved would you consider cycling more?



Source: Marketing Means 2021 Base: All who gave a valid answer (1,416)

- Taking all not likely to cycle more as a results of quickways from all who were likely to cycle more gives a net likelihood of +39% for the sample as a whole. Chart R19_2 below shows how the net likelihood varies significantly between several different sub-groups of respondents.

R19_2. *[Net likelihood to cycle more – split by car use/bike owners]* If the proposed quickway cycle routes are approved would you consider cycling more?



Source: Marketing Means 2021 Base: All respondents who expressed an opinion (number noted next to each category)

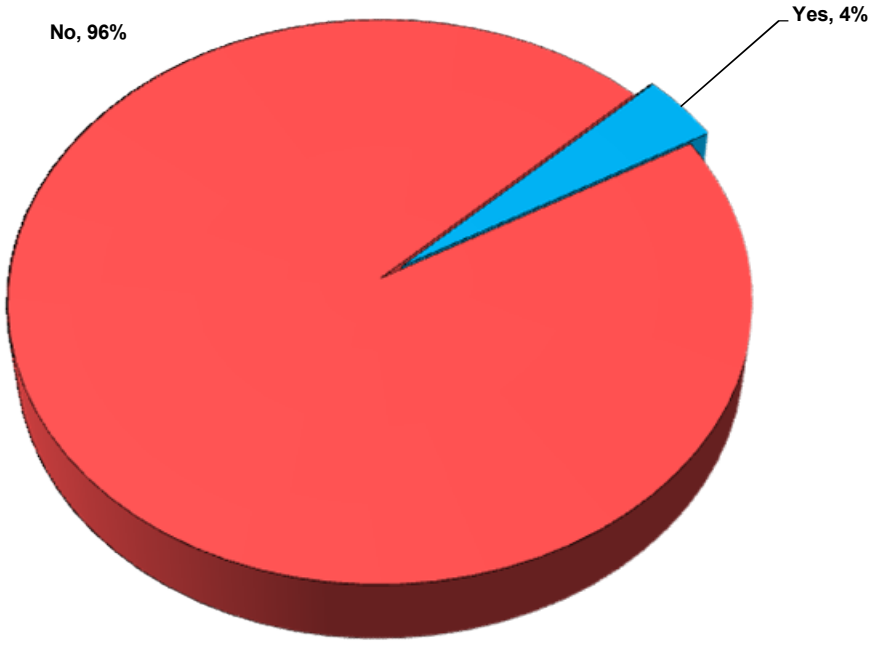
- Bicycle ownership shows a predictable difference in net likelihood to cycle more, from +49% among those own a bike to -56% among those who do not.

- Number of vehicles at home had a very marked effect on net likelihood to cycle more. Even for homes with one vehicle, net likelihood t cycle more was +44%, but this dropped to only +5% for those with two vehicles and -53% for those with three or more vehicles.
- Among those with vehicles at home, net likelihood to cycle varied little whether a home had no vehicle or one vehicle parked on-street (+34% and +28% respectively, but dropped significantly to -12% if more vehicles were parked at home.

4.3 Impact of quickways on businesses

- When asked directly whether they were completing the consultation questionnaire as a business owner or as part of a group, 4% confirmed that they were.
- This group numbered 55 responses in total, 30 of whom indicated elsewhere in the questionnaire that they represented a group, council, or place of worship (see Chart R1), and 42 of whom stated elsewhere that they were answering on behalf of a group or business (see Chart R2).

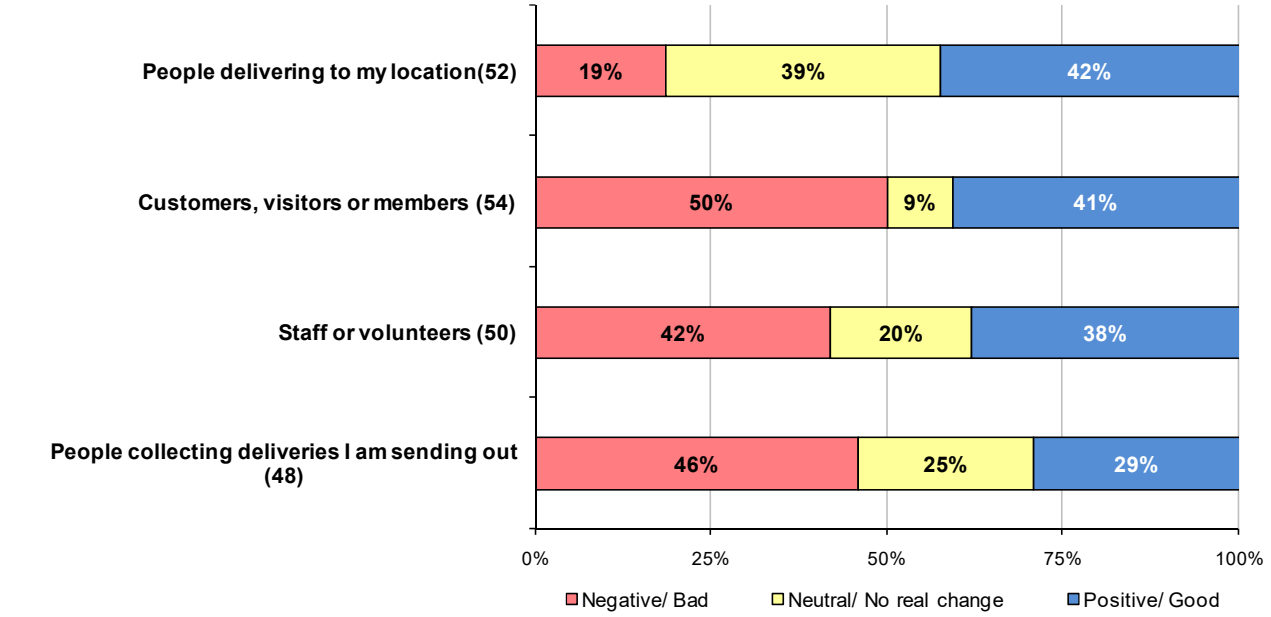
R20. Are you completing this as a business owner or representative of a group?



Source: Marketing Means 2021 Base: All respondents who gave a valid answer (1,418)

- The base size for the sample of businesses/group representatives was therefore very low, but to give an indication of how they felt the quickways proposals could affect them, all were asked to comment on whether they felt the impact of quickways on four aspects of their operations would be negative or positive. The results are summarised in Chart R21 below.
- Three aspects drew very similar proportions of close to 40% expecting the impact to be positive; **People delivering to the location**, **Customers, visitors and members** and **Staff or volunteers**, but whereas for deliveries only half as many (19%) expected the impact the negative, for customers, visitors, members, staff and volunteers, positive views were slightly outweighed by the negative, illustrating a significant division in views within this sample.
- For **People collecting deliveries**, nearly half expected the impact to be negative, somewhat more than the 29% expecting a positive impact.

R21. If you are completing this as a business owner or representative of a group, what do you think the impact will be on the following groups?

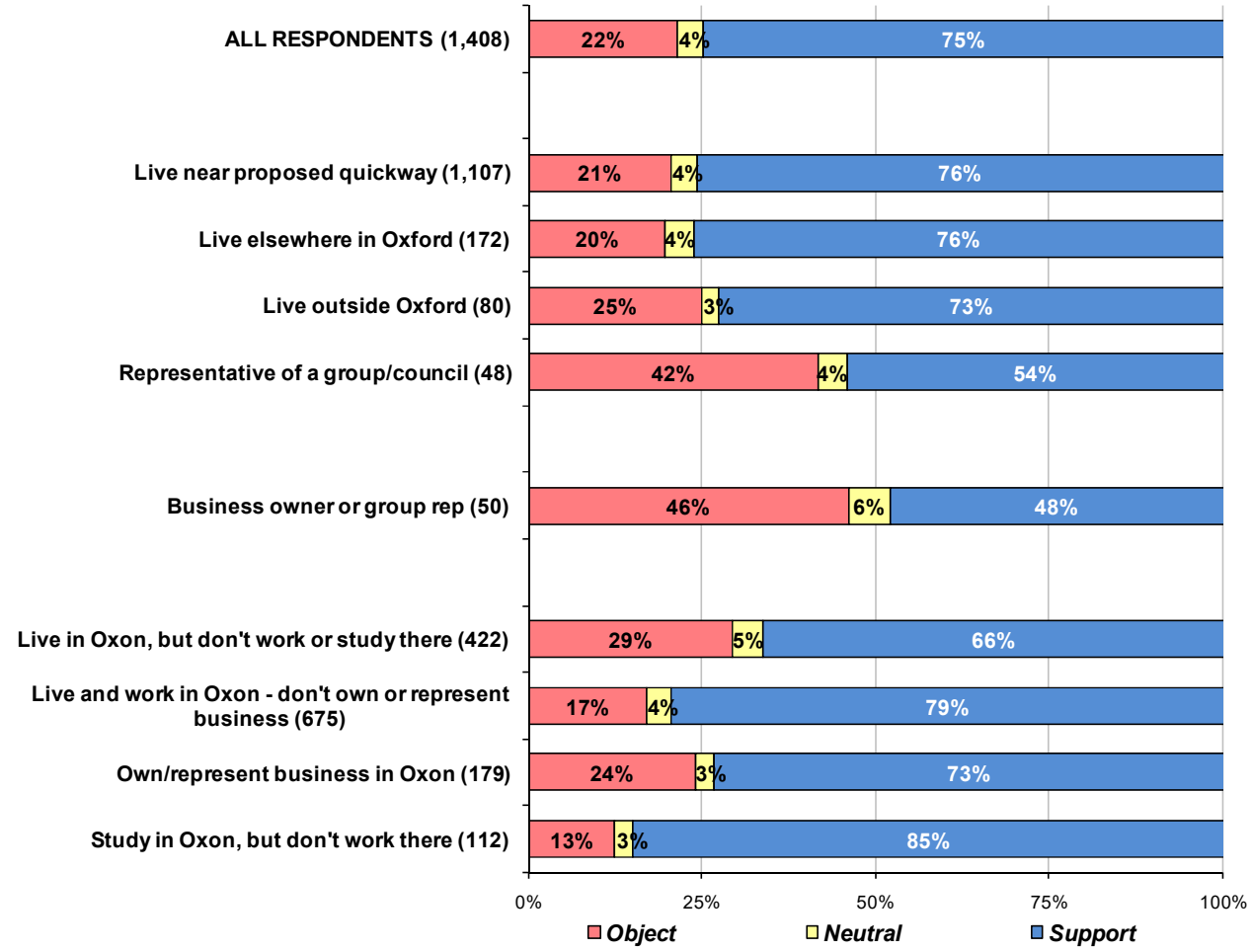


Source: Marketing Means 2021 Base: All respondents who gave a valid answer

4.4 Overall level of support for quickways proposals

The key question in the public consultation was "*How do you generally feel about the overall proposal to implement quickways around Oxford on the proposed roads?*", with answer options of Support, Neutral and Object. Chart R22a_1 below gives the overall result plus a breakdown by several different respondent types. Subsequent charts show breakdowns by other respondent sub-groups.

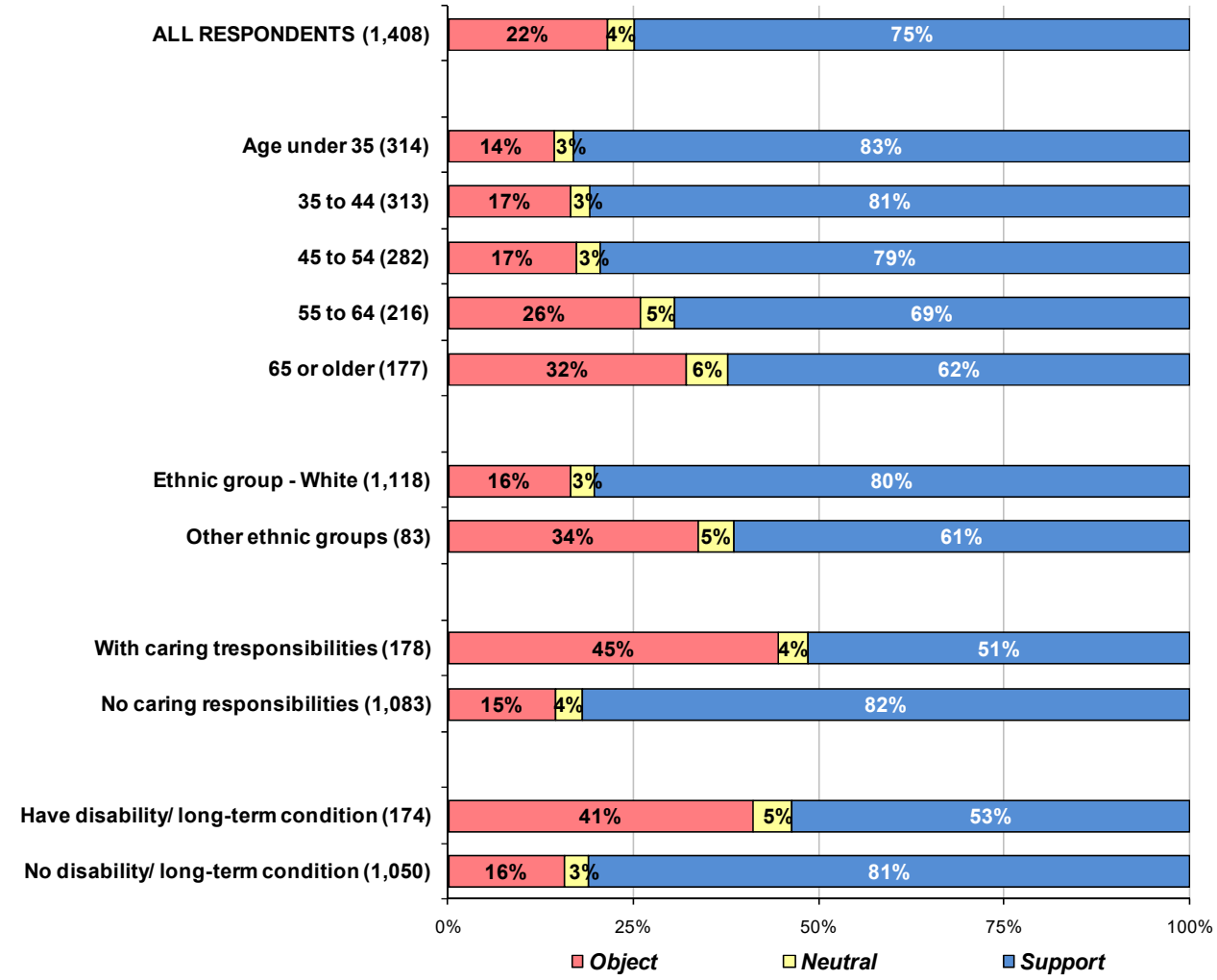
R22a_1 . How do you generally feel about the overall proposal to implement quickways around Oxford on the proposed roads?



Source: Marketing Means 2021 Base: All respondents who gave a valid answer

- Three-quarters of respondents (75%) supported the implementation of quickways on the routes suggested in the consultation. With only 4% giving neutral responses, the proportion opposed to the proposal formed a sizeable minority of 22% of respondents. Overall net support was +53.3%.
- The levels of Support/Objection did not vary significantly based on whether or not a respondent lived near a quickways, somewhere else in Oxford, or elsewhere, but representatives of groups/ businesses /council were significantly less likely to support, though still with a small majority in support (54%).
- The slightly different grouping representing business and organisation (see Chart R20) showed almost equal numbers supporting (48%) and opposing (46%) the proposals.
- Respondent type had a clear impact on support. Highest proportions supporting the proposals were among those studying but not working in Oxfordshire (85%), slightly ahead of those who both live and work in Oxfordshire but who did not see themselves as representing a business. Those who did own or represent an Oxfordshire business (see chart R33) were slightly less likely to support (73%), while only 66% of Oxfordshire resident who neither work nor study in the county were in support.

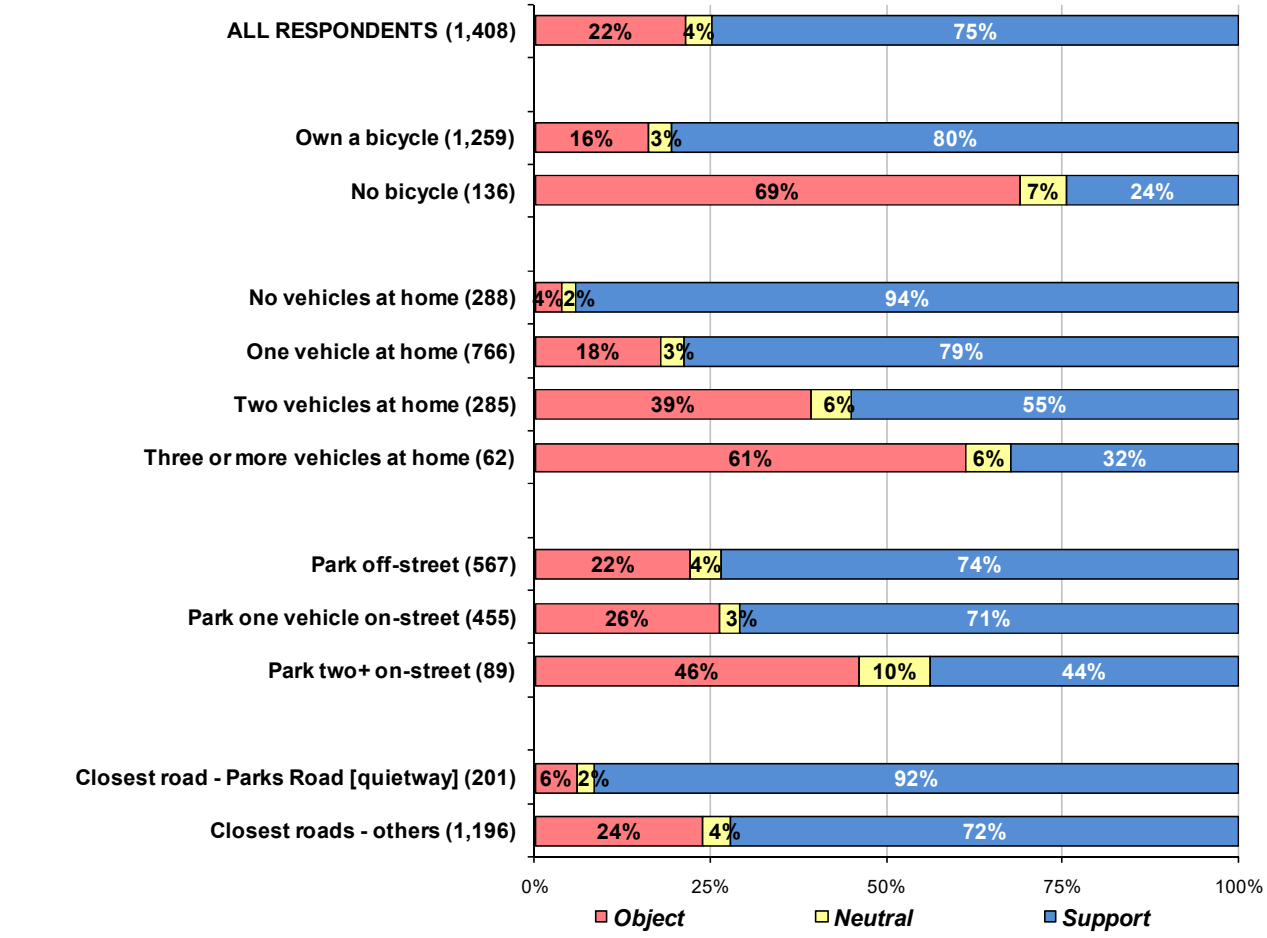
R22a_2. *[DEMOGRAPHIC BREAKDOWNS]* How do you generally feel about the overall proposal to implement quickways around Oxford on the proposed roads?



Source: Marketing Means 2021 Base: All respondents who gave a valid answer

- There was a clear reduction in support for the proposals with increasing age, from 83% of under 35s to only 62% of those aged 65 or older, though this means that even the latter group still included a clear majority supporting the proposals.
- The White ethnic group showed a significantly higher proportion in favour of the proposals (80%) than in the non-white ethnic groups (61%). There was no clear connection between ethnicity and age group or business/group involvement that could explain this difference.
- Carers and people with disabilities or long-term health conditions were among the groups showing lowest support for the quickways proposals, but even so, both groups included slight majorities in favour (51% and 53% respectively).

R22a_3. *[TRAVEL/PARKING BREAKDOWNS]* How do you generally feel about the overall proposal to implement quickways around Oxford on the proposed roads?



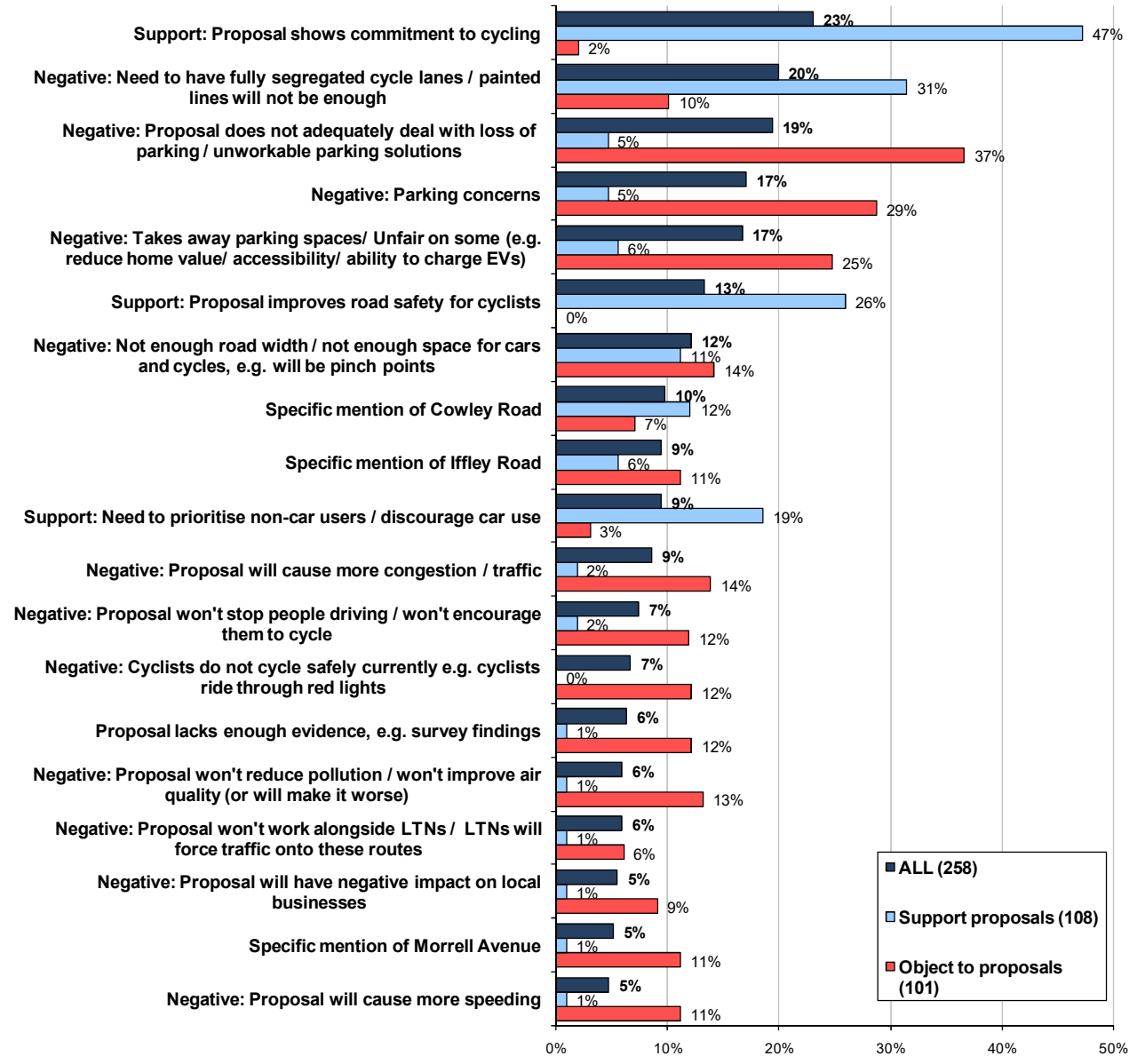
Source: Marketing Means 2021 Base: All respondents who gave a valid answer

- Bicycle owners were much more likely to support the proposals (80%) than were people who did not own a bike (24%).
- Ownership of vehicles was clearly correlated with support, with 94% of those with no vehicles at home supporting the proposals, and support dropping to 79% among those with one vehicle, 55% of those with two vehicles, and 32% of the much smaller group of those with three of more vehicles.
- There was no significant difference in support between those parking all vehicles off-road and those parking one on-street (74% and 71% respectively), support among the smaller group parking two or more vehicles on street was much lower, 44%. Even in the latter group, fewer than half opposed the proposals (46%).
- The level of support of the proposals was significantly higher (92%) among respondents whose nearest proposed quickways route was Parks Road, the current quietway, than those living near any other proposed route (72%).

All who expressed an opinion on the proposed quickways scheme were offered the chance to add a comment to explain their view in their own words.

Only 258 respondents actually took the chance to do this, though that included a far greater proportion of those who objected to the proposals (33%) than those who supported the proposals (10%). The comments summarised in Chart R22b therefore show a much higher proportion of negative views than was the case in the sample as a whole. The overall proportion expressing each comment is shown by the dark blue bars, while the lighter blue bars show the proportions of all who supported the proposals, and the red bars the proportions of all who objected to the proposals.

R22b. Please feel free to add more detail here [on *"How do you generally feel about the overall proposal to implement quickways around Oxford on the proposed roads?"*]



Source: Marketing Means 2021 Base: All who expressed support for a Quickway and gave a comment (see chart legend)

- Considering first the leading comments made by those who supported the proposals, these were dominated by several key reasons or themes. Chief among those was that **the proposals show a commitment to cycling**, given by 23% overall but by nearly half (47%) of supporters.

- *"We need to do something to help pollution, climate change and increase fitness as well. I think it is a clear win win solution"*
- *"Essential if Oxford is to begin to live up to its self-appointed title of 'cycling city '"*
- *"Oxford needs to be reimagined. Those parts that have seen changes - e.g. Broad Street - are massively better places now. Cowley and Iffley need similar attention for our health and happiness."*
- *"Very supportive. There will be blind panic, but almost everyone I see in their sacred cars around here could easily walk, bike or get a bus. I find the dominance of the car quite objectionable."*
- *"Improving cycling provision around the city is absolutely the right step to take. To promote sustainable travel and reduce congestion."*

- The next most likely theme to be given, by 31% of supporters and by 20% of the overall sample, was more of a request, in part qualifying their support, that the **cycle lanes introduced through the scheme should be fully segregated**, not merely painted lines.
  - *"I support the proposals as they do improve infrastructure but they fall MILES short of what is needed. Bikes and other traffic need to be segregated. To do this you should consider one-way systems for motorised vehicles, road closures and controlled junctions to allow safer L and R turns. "*
  - *"I am very much in favour of any plans to make cycling feel safer and easier for as many people as possible. Please do not spend this money on paint for main roads. If the lanes are not segregated they do not work."*
  - *"Support with reservations. This has to be a first step towards proper segregated cycle lanes along main arterial routes. There is a lot of work to be done to improve safety of crossings for cyclists."*
  - *"Painting lines on the road will NOT stop drivers from stopping, parking and driving in the cycle lanes, there needs to be physical barriers to make these cycle lanes work, be respected and to actually get people to cycle on them. If cars can still swerve into your path (as they often do on "painted" cycle lanes) then I don't think cycling volumes will increase"*
  - *"Quickways are a step in the right direction but it is important that wands are installed for proper separation of bikes and cars. It would also help if the cycle lanes can be painted a distinctive colour."*
- Just over a quarter (25%) of supporters, and 13% of all who commented, felt that the proposals would **improve cyclists' safety**.
  - *"This would greatly improve my living comfort, safety, and wellbeing. Getting people to cycle requires good policy and safe cycle lanes"*
  - *"Biking is dangerous in Oxford, I believe it should be a lot safer and faster to bike than it is today. It's not right that bicyclists' safety should be compromised for people who want to drive, as it is today."*
  - *"I am very excited about this plan!! Really appreciate you coming up with practical and SAFE ideas to get more people onto bikes"*
  - *"The safety aspects of these should encourage more people to cycle."*
- The other leading theme expressed by supporters, by 19%, and by 9% of the overall sample, was that the proposals needed to **prioritise travel other than by car, and help to discourage car use**.

- *"Making cycling easier and safer is vital for the future of this city and the planet. So too is cutting the number of cars that drive into the city. This must I think mean making driving more difficult or expensive, while making the alternatives more attractive."*
- *"Biking is dangerous in Oxford, I believe it should be a lot safer and faster to bike than it is today. It's not right that bicyclists' safety should be compromised for people who want to drive, as it is today."*
- *"Supportive but what is proposed is lip service and does not provide real cycling infrastructure, it should be segregated so as to provide real safe environment and a car-free alternative."*
- *"More people must feel safer in order to increase cycle rates. Driving into town should be made more difficult to ease congestion"*

- Looking next at the leading comments made by those who objected to the proposals, a much greater range of reasons and details were cited than were given by supporters. The most frequent was that the **proposals do not adequately deal with the loss of parking and require unworkable parking solutions**, given by 19% overall but by well over a third (37%) of objectors.
  - *"Removing parking can cause issues for people with access needs, or for those who cannot afford parking fees in Oxford or, in fact public transport as that is often less affordable than driving. So if parking spaces are removed, then public transport and parking spaces prices need to be reduced."*
  - *"I also transport small children and my elderly mother in law which can only be done by car. We have lost parking due to the cycle racks and probably will lose more for the LTN. It has already become really difficult to park anywhere near our house and I would strongly object to losing any more parking spaces in the area."*
  - *"At present, roads with current cycle paths often have stationery cars on them and other blockages, which is incredibly dangerous. If you implement this scheme and reduce car parking on the street then more people will have to ignore the cycle paths and park there. This is my biggest worry, and, due to human behaviour and lack of parking choices elsewhere (as it's permitted) it will cause bigger safety issues than there currently is."*
  - *"Although I fully support safety for cyclists I am extremely concerned about the knock on impact of the proposals for the residents in the surrounding streets (particularly in East Oxford where street parking is already a nightmare). As a nurse working in the community it will make our jobs even more difficult with potentially having to leave our cars further away from people's houses so reducing efficiency."*
- **Parking concerns** more generally were expressed by 17% overall, but 29% of objectors.
  - *"I do think proper safe cycle routes are extremely important, however, when they impede/ take over valuable parking spaces for people that have no choice but to drive in this is not useful or good"*
  - *"I can only say I OBJECT to Morrell Avenue to remove all on street parking. The reason we opt to buy / rent property on this road is due to need of street parking vs other locations near town area. Lots of dog lovers park their cars and bring their dogs to walk at South park not to mention family with kids. What is the use of having a large park with no parking around it ?"*
  - *""Current on-road parking acts as natural traffic flow control as buses/taxis/bikes have to slow down a lot to pass by. Removal of parking means people will have to seek alternative parking which will see removal of gardens and green space to create larger driveways."*

- *"My main fear is that you will force hundreds of cars into the side streets without any plan for where they will go. It's bad enough now but when we all have electric vehicles, we will need to park close to our properties to be able to plug them in and this could cause chaos"*

- **The unfairness of the proposals** – e.g. taking away parking for some, causing accessibility problems for others - was a theme given by 17% overall, but 25% of objectors.
  - *"Where are the residents supposed to park? Some houses do have small driveways but we rely on the on-street parking to park our 2nd car. I work <<outside Oxford>> and my Wife works <<outside Oxford>> so we need 2 cars. You cannot just remove all of our parking, esp where there is no actual benefit!"*
  - *"This will greatly disadvantage disabled people. Parking is already extremely stressful & difficult in Oxford & this will make it much worse. I don't think many people will ditch their cars in favour of bikes, not nearly enough anyway to justify the loss of parking- especially in winter!"*
  - *"What about community carers who travel by car up and down an all over Oxford, these ltn's have already causing a massive problem for us and now wider cycle lanes and no parking , where are community carers supposed to park. Did you think of this ???"*
  - *"Removing over 600 parking spaces is going to hurt businesses and going to create havoc on side streets"*
- **Lack of road width to accommodate motorists and cyclists** was mentioned by not only 14% of objectors but by 11% of supporters, and 12% overall.
  - *"This is a bad idea, we need new routes for bikes instead of squeezing them into existing narrow roads and creating worse traffic problems."*
  - *"The road is too narrow to have 1.5 meter cycle lanes. Vehicles, especially larger ones will have to wait to pass oncoming traffic or breach the painted cycle lane. Buses for instance are 2.5 meters wide plus wing mirrors but the lanes are only 2.4 meters in places. Traffic will back up. This gives me no confidence to cycle and the backed up traffic will cause illegal pollution in and near my house and for me as a cyclist."*
  - *"Dedicated larger cycle lanes and removing street parking would go a long way to help most people feel safer and would stop vehicles passing by too closely."*
  - *"Roads need to be wider to accommodate both cycling and motor vehicles and can only be implemented within roads that can accommodate ALL road users. Alienating a section of the population is not a solution."*
- Just as many objectors (14%) commented that the **proposals would cause more traffic congestion.**
  - *"I'm worried that there will be more congestion and pollution on Iffley Road due to the space for vehicles being narrowed so that 2 buses can't pass"*
  - *"[From Iffley Fields], our only exit and entrance routes from the whole of Iffley fields is via the Iffley Road. That is for residents and all emergency vehicles! The slightest cone, road works traffic lights along the Iffley road causes chaos and grid lock. If the road is narrowed to help cyclists this will only get worse."*
  - *"If this goes through, traffic congestion will get worse which will mean: harder for emergency vehicles to get through; cyclists more likely to weave through traffic; pedestrians (especially children) jaywalking and then being hit by bikes; etc."*
- In a similar vein, 13% of objectors felt that the **proposals would not reduce pollution but would make air quality worse.**

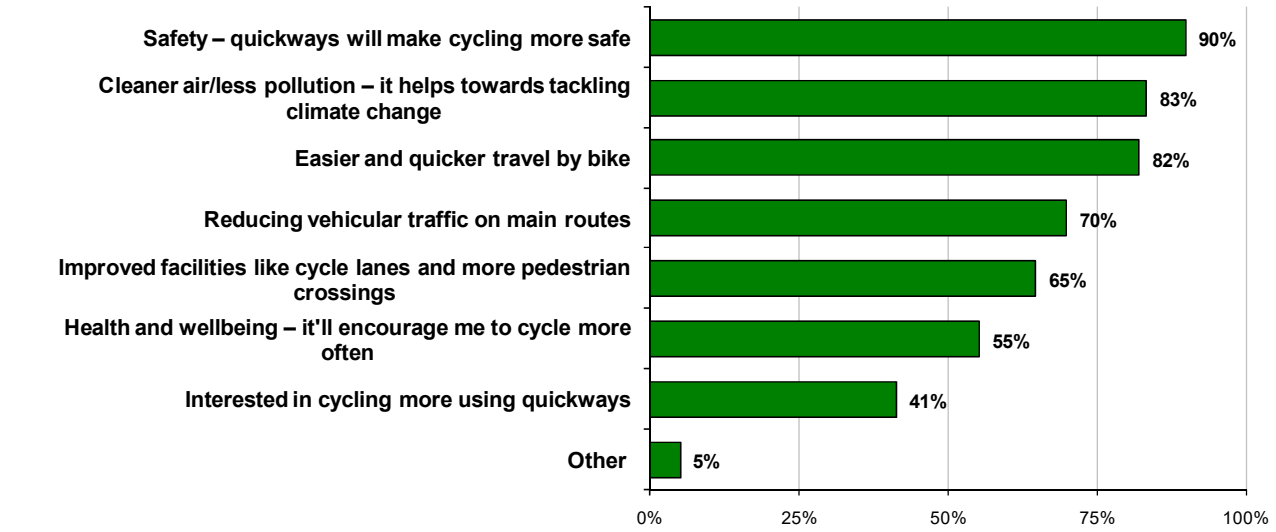
- *"The widening of the cycle paths will cause further congestion and therefore pollution in Oxford and will particularly affect the people who live on these main roads (not everyone lives on a leafy side street). The widening of the cycle paths will cause further congestion and therefore pollution in Oxford and will particularly affect the people who live on these main roads (not everyone lives on a leafy side street). The widening of the cycle paths will cause further congestion and therefore pollution in Oxford and will particularly affect the people who live on these main roads (not everyone lives on a leafy side street)."*
- *"I don't like the idea of unnecessary 20 mph zones, from a climate point of view, because it is an inefficient use of fuel, as a driver you can feel the car groaning at 20mph when it runs smoothly at 30mph. I think it is important from an air pollution point of view to keep traffic running smoothly rather than idling since, as your own Council educational posters have informed us, emissions are much higher from a smoothly idling car than from one travelling at 30mph."*
- *"The proposed pinch points will cause traffic jams and increase pollution."*

4.5 Reasons for supporting or objecting to quickways proposals

Those who supported the quickways proposals were asked to state which of a series of seven possible reasons best described why, and were able to select as many as they felt applied.

- Six of the seven reasons were selected by at least half of the proposals' supporters. The hoped-for safety and efficiency of cycling on the proposed quickways routes clearly stood out to many. **Safety – making cycling more safe** was selected by 90%, while 82% selected **Easier and quicker travel by bike**. Almost two-thirds (65%) supported the proposals in the hope that they would result in **improved facilities such as cycle lanes and more pedestrian crossings**.
- Two options were selected by rather fewer but nevertheless indicated that a sizeable proportion would be motivated by quickways schemes in the way that the plans intend. Just over half (55%) claimed that a reason for supporting the schemes was **health and wellbeing – it'll encourage me to cycle more often**, which a smaller but still significant proportion of supporters (41%) selected the option that they would be **more interested in cycling using quickways**.
- Thinking more widely, environmental concerns explained one of the major reasons for supporting the scheme, as 83% selected **Cleaner air/ Less pollution – tackling climate change**. Just over two-thirds (70%) supported the scheme in the hope that it would **reduce vehicular traffic on main routes**
- Very few significant differences between sub-groups were evident in these results.

R23. If you strongly support or tend to support the proposed quickways, which of the following best describes why?

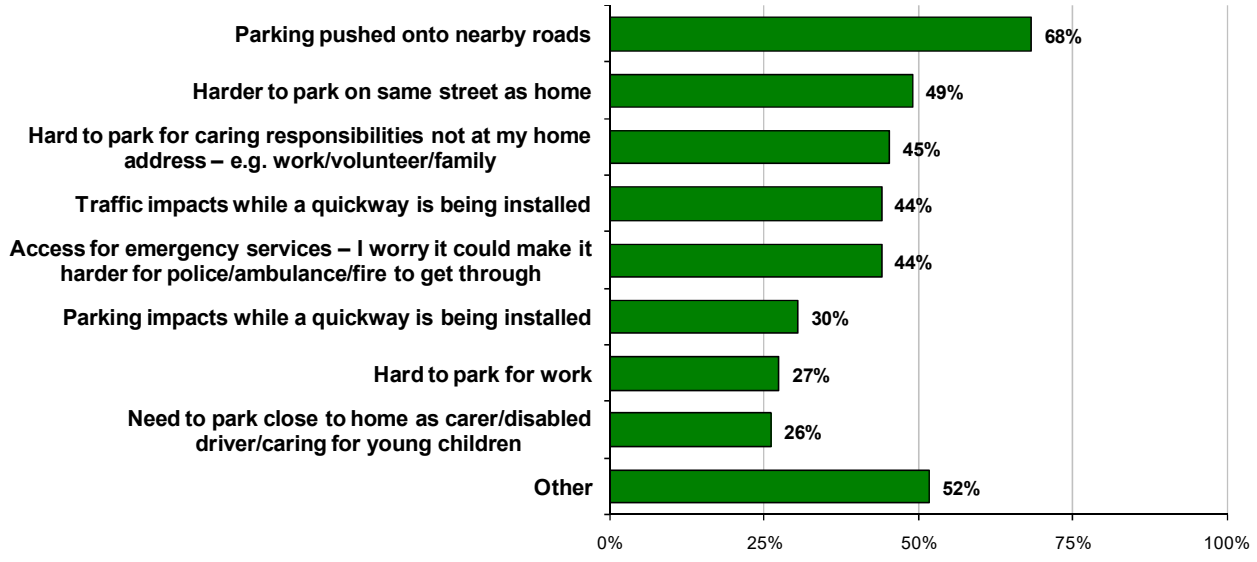


Source: Marketing Means 2021 Base: All who expressed support for a Quickway and gave a comment (1,051)

Fewer people had objected to the proposals, but these too were asked to comment on why this was the case. As was the case for supporters, they could select as many as they felt applied, but had eight options to choose from.

- The only reasons selected by a majority of objectors was **Parking pushed onto nearby roads**, which more than two-thirds (68%) chose as a reason. Parking concerns featured in several answer options, including both the second most popular reason for objection, that it would be **Harder to park on the same street as home**, chosen by nearly half (49%), and the third most popular, **Hard to park for caring responsibilities elsewhere** (selected by 45%). **Hard to park for work** and **Need to park close to home as a carer/disabled driver/for children** were less likely to be selected, each by only about a quarter of respondents.
- Two other reasons related to concerns over the impact of the quickways installation work. **Traffic impacts while a quickway is installed** was selected by 44% of respondents as a reason for objecting, more frequently than was **Parking impacts while a quickway is being installed** (by 30%).
- **Access for emergency services**, i.e. being limited by quickways restrictions, was a concern for 44%.
- Just over half (52%) of objectors also made a comment as well as ticking one or more of the pre-coded options. These often served to amplify the type of comment they had ticked, but other themes mentioned by objectors included poor demarcation of cycle lane (i.e. merely painted) and the issue of lane width for vehicles sharing the road with a cycle lane.

R24. If you strongly object or tend to object to the proposed quickways, which of the following best describes why?



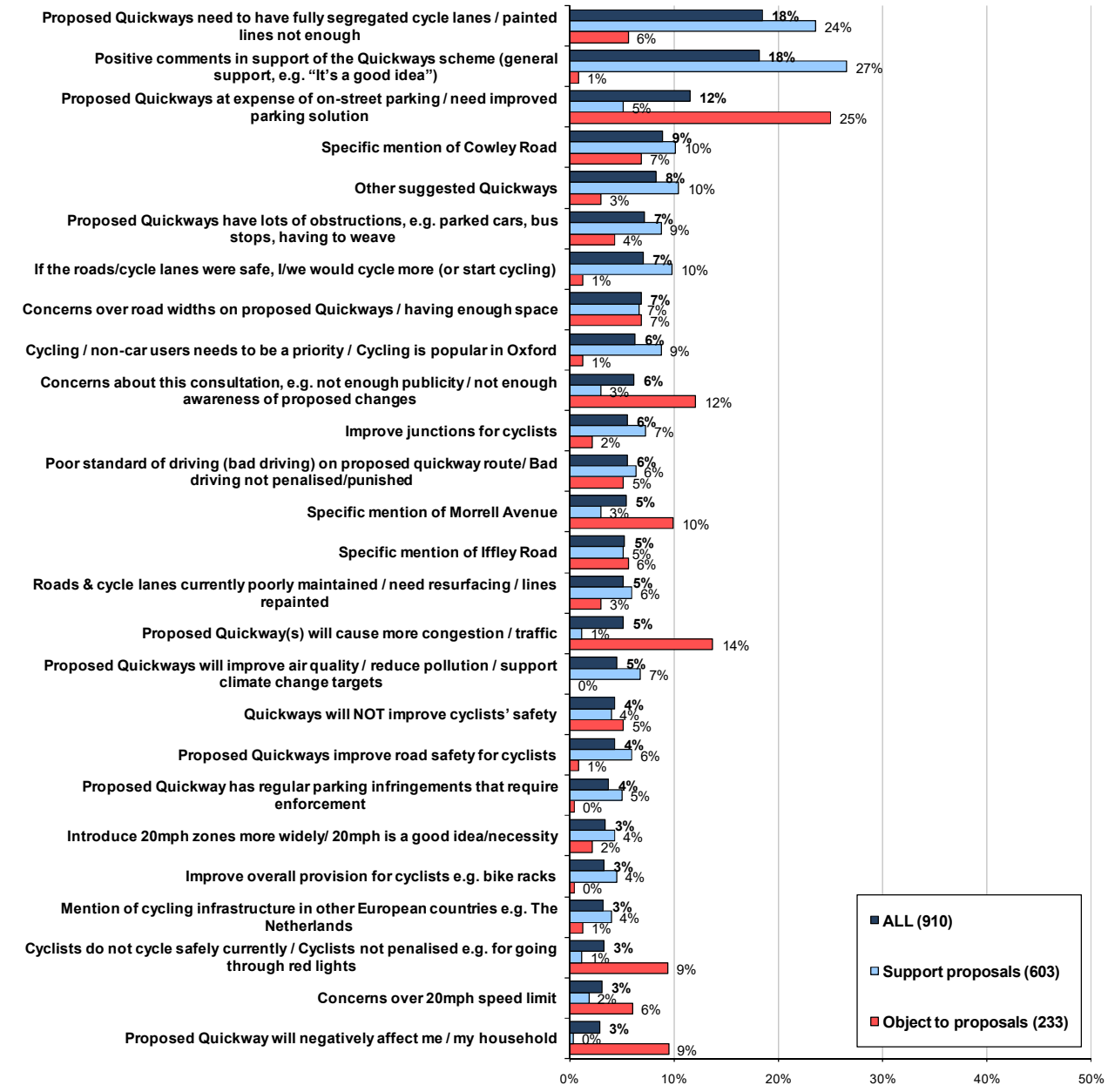
Source: Marketing Means 2021 Base: All who objected to quickway proposals and gave a comment (297)

4.6 Further comments on quickways proposals

Finally, all respondents were asked whether they had any further comments on the quickways proposals. Approximately two-thirds of respondents gave a comment, and these have been summarised in chart R25 below, again by coding the answers to the most common themes, and using dark blue bars for all respondents, lighter blue bars to show the proportions of all supporters, and red bars the proportions of all objectors.

While 77% of objectors gave a comment, only 57% of supporters did so, leading to an over-representation of negative views among these comments compared with the sample as a whole, though it should be said that this is fairly typical for open-ended questions of this nature.

R25. Do you have any further comments that you would like to share in relation to the proposed quickways?



Source: Marketing Means 2021 Base: All who gave a comment (see chart legend)

- Considering first the leading comments made by those who supported the proposals, only two were given by more than 10% of respondents. Most likely were comments **generally in support of the**

quickways scheme (e.g. "It's a good idea"). These were given 27% of supporters, and 18% of all respondents. 43

- *"Please go ahead with as many of these schemes, and more, as possible!"*
- *"While there will always be opposition, these are really important initiatives for the long-term environmental and health well-being of our city"*
- *"Please don't listen to the noisy climate-change deniers. We need to reduce car usage. End of story."*
- *"Please implement them fast, together with the proposed LTNs! We really cannot wait."*
- *"I wholeheartedly support the Quickways proposal to improve cycling within Oxford."*
- *"A very welcome set of initiatives that will benefit many people who live and work in Oxford"*

- The other most popular type of comment highlighted again the request that the **proposed quickways need to have fully segregated cycle lanes / painted lines not enough**, given by 24% of supporters, and also by 6% of objectors.
  - *"Public transport should also be encouraged, but it is really important to keep buses and bikes separate, as this can be a real danger and can be off-putting for some would-be cyclists."*
  - *"To see an increase in active travel more space needs to be given to it. Painted lanes (esp. broken lines) do not help cyclists, only encourage close passing."*
  - *"These proposals are far from perfect (i.e. they aren't full segregated lanes) but they are a big improvement."*
  - *"I think a physical separation between cars and cyclists is best, as otherwise too many cars actually "eat" onto the cycle lanes- I don't feel safe when there are just markings on the road."*
  - *"The standard approach should be that already implemented in Headington, with pavements widened to create cycle paths separate from the carriageway. The proposed scheme is unlikely to encourage people who lack confidence to cycle more, as they are put off by traffic and more paint is not enough to change their perceptions"*
- One in 10 supporters (10%) commented **that if the roads/cycle lanes were safe, they would cycle more (or start cycling)**.
  - *"Physical barriers and slower traffic speeds have been shown to increase the number of cyclists from certain marginalized groups, especially women, who feel comfortable cycling"*
  - *"I urge the council to be more ambitious in their plans - only segregated, genuine cycle lanes and protected junctions will encourage cycling and provide safety."*
  - *"Safety is the main reason why I don't currently cycle more in Oxford. My preference is for segregated cycle lanes but I appreciate this is difficult in Oxford. The suggested changes are a positive first step, thank you."*
  - *"I feel very unsafe on many "cycle paths" which cars often veer into. I do not let my children cycle as far as they are physically able to because these lanes offer no protection to them."*
- One in 10 supporters (10%) as well as 7% of objectors made **specific mention of Cowley Road**, this being the most popular quickway section overall.
  - *"I am especially pleased that some of the on-street parking on Cowley Road will be removed as it is very hard to cycle when cars/buses take up most of the space, but paint does not*

make cycling safer. Cycle lanes separated from traffic with wands actually make cycling safer."

- *"Currently there is so much speeding traffic up and down the Cowley Rd with the current speed limits that unless the new speed limits are actually enforced, they won't make any difference."*
- *"Clearer, safer bike routes will be very valuable to families. Cowley Road as currently laid out (and some other routes) are too difficult and risky for cycling with children."*
- *"If parking is taken away near shops like on the Cowley road, then some consideration should be given to how less mobile people will access important community resources. Apart from that, bring it on!"*

- One in 10 supporters (10%) also **suggested other routes as potential quickways**, as did 3% of objectors.
  - *"The pressure on these (now) main roads is huge. Why develop them for cycling when there are quiet and much safer roads to do this e.g. the quiet ways already identified, Howard Street etc. I would never cycle on these main roads unless I can't avoid it."*
  - *"Much better to devise routes OFF the main roads ! Doing this on Cowley Road is particular madness, it is far too narrow between the Plain and Magdalene Rd."*
  - *"There is no mention of the route west of Oxford. What's planned for the Batley Road between the station and WOCA?"*
  - *"Barns Road should be included as a quickway"*
  - *"I find it unforgivable that Hollow Way has not been included. Its lethal, polluted and the only connection between Cowley and Headington"*
  - *"As a Wheatley resident I would like to see the route from Headington roundabout to St Clements also on the list. There are some v poor sections for cyclists there too."*
- Some supporters (9%) were keen to emphasise that ***Cycling is popular in Oxford / Non-car users need to be a priority***.
  - *"The designs also need to be genuinely cycle-friendly unlike many current examples of supposed cycle infrastructure in the city, such as: bike lanes immediately adjacent to parking spaces so risking cyclists being "doored" (e.g. Cowley Road, Warneford Road) ; bike lanes that become de facto parking for cars (e.g. Donnington Bridge Road); bike lanes at junctions that put cyclists in a dangerous place with respect to turning motor vehicles (e.g. Magdalen Bridge and St.Clement's entrances to The Plain roundabout)"*
  - *"I'm extremely happy something like this is finally proposed. The amount of motor vehicles in Oxford is completely unsustainable. People will not switch to cycling if it not safe, quick, and convenient to do so. I hope these cycle lanes will help and Oxford will become a cleaner and safer city for everyone."*
  - *"Brilliant scheme - great to see an effort to increase cycling and reduce car traffic. Oxford could be a beacon of cycle use."*
  - *"I think it's important to encourage cycling and discourage driving both on safety and environmental accounts so think this is a really positive initiative"*
  - *"To do this properly you will need to take carriageway space away from motor vehicles, and do so in a way that treats bikes as first class road users with priority over motor vehicles; an Iffley Road quickway that is obstructed for several hours a day by stationary cars is pointless."*

- Looking at more negative comments and the most likely themes raised by objectors, these were led again by parking concerns. More than a third (37%) of objectors felt that the **proposed quickways would come at the expense of on-street parking / need improved parking solution**. This view was also expressed by 5% of supporters.

  - *"With the removal of parking spaces, carers or visitors to local residents who drive to see them now would park where? Despite CPZs in the area, the side streets can be completely full of parked vehicles during the working week already, and that is without the quickways being implemented."*
  - *"I live on Cowley road with 4 young children and no off street parking. I'm concerned the proposed plans would mean losing parking near our house"*
  - *"I am worried about losing my parking space on Church Cowley Road. Not many houses on this street have off street parking. I need to park near to or outside my house two days of the week when bringing my granddaughter home from school"*
  - *"The LTN have already made a significant increase in traffic on the Iffley road, to remove parking as well would cause further chaos. Where will these cars go? People need to have cars, not everyone has a job within walking distance. I work 10 miles away. I can't walk and the bus would take at least 90 minutes each way, not practical with a family to care for."*
  - *"Shocking idea People have multiple cars where are they meant to park some people don't even have drive ways where are they supposed to park their own car let alone more. The idea makes no sense and is clearly quite outrageous. Furthermore we have no car parks nearby and the only way is our street Morrell Avenue - nothing has ever happened to a cyclist on our street and this idea doesn't need to happen."*

- The next most frequent concern of objectors, given by 13%, and by 5% of the total sample, was that the ***proposed quickway(s) will cause more congestion/ traffic***.

  - *"I feel that the existing on-street residential parking and 2 hour parking bays in Morrell Avenue definitely help to slow the current traffic down. Without the current parking arrangements I can foresee Morrell Avenue traffic becoming a free for all -with cars, taxis, buses plus emergency vehicles and local restaurant motor bike deliverers on motor bikes."*
  - *"I am very concerned that making Iffley Road even more a major artery in East Oxford and taking away all the parking spaces will have the unintended consequence of making it impossible for traffic to flow and causing even more air pollution as a result."*
  - *"Congestion in the area will get even worse as all through traffic from other roads will be/has been stopped by planters. Traffic congestion through the Plain will be even worse increasing pollution and causing long delays."*
  - *"The whole idea is absolutely stupid the traffic is bad enough without holding it up anymore it's bad enough with the LTNs but this will be bedlam for pollution and totally jamming up the road system"*

- More than one in 10 objectors (12)% expressed **concerns about this consultation, e.g. not enough publicity / not enough awareness of proposed changes**. Only 3% of supporters did so.

  - *"I do feel strongly that if you are going to consult people, then the very least you can do is leaflet all the roads affected so that everyone can complete this document. You should also publicise it more widely. I only heard about this because I belong to a WhatsApp group. Also not everyone has a computer nor the time to read all the pdfs"*
  - *"I have had no notification of this through our letterbox, which I understand should have happened"*

- *"With regards to the information in this consultation, it is not appropriate just to supply masses of black and white technical drawings and assume this gives sufficient information with which members of the public can make an informed judgement on the detail of the proposals. Two-dimensional technical drawings are for the benefit of engineers who implement them, not for the average member of the public for whom they are difficult to comprehend and ridden with technical jargon that is difficult to understand. Why weren't there any artistic drawings or altered photos produced that show what the changes will actually look like? Why is there no written information included that explains in more detail what the changes are that are taking place?"*

- **The proposed Morrell Avenue quickway** was the route most often mentioned by objectors, by 10%, as well as by 3% of supporters.
  - *"The traffic priority in Morrell Avenue, which is possibly the finest in Oxford (.Where else do you find such mature trees and verges.) should be in terms of control of volume and speed of motor traffic in the road. Morrell Avenue has been neglected by the powers that be and its historical and aesthetic value under rated."*
  - *"It's difficult for even cyclists to keep within the speed limit coming down Morrell avenue, why not divert them through South Park?"*
  - *"I am thrilled to see the proposed removal of parking on both sides of Warneford Lane, and Morrell Avenue. Nearly all houses on Morrell Avenue have drives, and there is no residential housing on Wareford Lane."*
  - *"Morrell Avenue is already a fairly 'quick' way but traffic is slowed by parked cars. This is essential for safety of cycles as well as pedestrians, and less pollution. Much better to leave the (regulated) parking."*
- Some objectors (9%) criticised cyclists' behaviour, commenting that **cyclists do not cycle safely currently / cyclists are not penalised e.g. for going through red lights**. Only 1% of supporters felt the same.
  - *"I am not convinced that many people actually cycle up Morrell Avenue but they will be speeding down Morrell Avenue causing accidence to pedestrians. What with the increase in carbon dioxide and the cyclist speeding down the Avenue we won't be able to go out for walks and will become prisoners in our own homes."*
  - *"Cyclist must be made to take cycle safety courses like The Cycle Proficiency Scheme my children and I took so there is more awareness of their own responsibilities to help cyclists stay safe. Cyclists already exceed the 20 mph speed limit in Morrell Avenue and overtake cars into oncoming traffic, this scheme will just make it legal for cyclists to go even faster with very little protection and no insurance to protect others or themselves"*
  - *"There are no penalties for unsafe cycling and no encouragement of safe one. People don't use the lights, jump on roundabouts without stopping, don't look around etc."*
  - *"More needs to be done to keep cyclists in the existing lanes as designed and off pavements. I find it almost impossible to walk up and down Banbury Road and Woodstock Road without fearing being knocked over and injured. I am often shouted at and insulted by pavement cyclists."*
- Just as many objectors (9%) felt **that the proposed quickway will negatively affect them/their household**. Less than 1% of supporters felt the same way.
  - *"Implementation of the quickways would impact my physical health as I could not have access to on street parking for my social events. I would have to park further causing more physical pain. Inclining me not to bother going out. In the long term this would affect my mental health due to the isolation this would generate."*

- *"I feel that my neighbourhood is being transformed into a hostile environment, with this proposal and the LTN proposals, both of which will make life more difficult. I have lived here 40 years and feel as if I am being driven out by vocal minorities."*
- *"Strongly object to this and LTNs. Making life impossible for those of us with a disability and unable to ride bikes!"*
- *"As someone with a disability, I need people to occasionally park very near to my house, e.g. to bring heavy items, pick me up or provide assistance. Removing the parking spaces near me will be disastrous for me."*
- *"As a resident with limited off street parking this is going to be a major inconvenience to me. I was considering buying a parking permit but now these spaces are being removed I see no point in doing so. I feel there are far better alternatives to reducing volume and speed of traffic than this."*

Appendix 1: Survey Questionnaire

Oxford Quickways - consultation Sept/Oct 2021

MM ref.: OXCC003

m **MergeID**

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RespID **ResponseID**

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□

R1 **Please say in what context you are responding to this survey. If you need to answer the survey in more than one context, for example as a local resident and then as a business owner or representative of a group, please submit separate responses.**

- □ Resident on or living near to a proposed quickway cycle route
- □ Resident of another part of Oxford
- □ Resident outside Oxford
- □ Representing a business/school/employer
- □ Representative of a resident association, group, campaign group, community facility
- □ Representative of a place of worship
- □ Councillor (parish, city and/or county)

R2 **Are you responding...?**

- □ As an individual
- □ On behalf of a group or business
- □ As a councillor/government representative

R3 **Please enter your full post code.**

_____

_____

R4 **Please enter the post code for the business, school, employer, resident association, group, campaign group, community facility or place of worship you represent.**

_____

_____

R5 **Name of the business, school, employer, resident association, group, campaign group, community facility or place of worship you represent.**

_____

_____

R6 **Name of the parish, town, ward or division you represent.**

_____

_____

R7 **Please let us know which of these roads is closest to your main residence or workplace, or, if not, is part of your regular transport route? You can tick more than one if relevant.**

- ☐ Cowley Road/Oxford Road
- ☐ Iffley Road/Henley Avenue/Rose Hill
- ☐ St Clement's Street
- ☐ Donnington Bridge Road
- ☐ Marston Road
- ☐ Morrell Avenue
- ☐ Between Towns Road/Church Cowley Road
- ☐ Banbury Road/St Giles
- ☐ Parks Road (quietway) cycle route

R8 **For each of the following ways of travel, please rank how often you use them generally. In this question we would like to know your usual form of transport along the proposed quickways cycle routes. This includes the Voi e-scooters that we are currently trialling in partnership with the city council.**

	Most days	One to three times each week	Once or twice a month	Occasionally	Never
Driver or passenger in a personal or business motor vehicle (e.g. car (not taxi), van, lorry etc.)	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐
Bike	☐	☐	☐	☐	☐
Walk	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐
Motorbike/ Moped	☐	☐	☐	☐	☐
Mobility scooter/ Wheelchair	☐	☐	☐	☐	☐
Voi, the council e-scooter provider	☐	☐	☐	☐	☐

R9_1 **We would now like to ask you about your travel habits specifically for the proposed quietways cycle route (Parks Road).**

	Most days	One to three times each week	Once or twice a month	Occasionally	Never
Driver or passenger in a personal or business motor vehicle (e.g. car (not taxi), van, lorry etc.)	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐
Bike	☐	☐	☐	☐	☐
Walk	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐
Motorbike/ Moped	☐	☐	☐	☐	☐
Mobility scooter/ Wheelchair	☐	☐	☐	☐	☐

R10 **Do you own a bicycle?**

- ☐ Yes
- ☐ No
- ☐ No but I am planning to buy one

R11 **Have you had any cycle training?**

- ☐ Bikeability Level 1
- ☐ Bikeability Level 2
- ☐ Bikeability Level 3
- ☐ Bikeability Plus (family cycling training)
- ☐ No but I would be interested in receiving training
- ☐ No and not interested
- ☐ Yes other training
- ☐ Other (please specify

Have you had any cycle training? - OTHER

_____

_____

R12_1 The principles of a quickway cycle route are to provide quicker, safer and more direct cycle routes to increase cycling levels and reduce car trips.
Please consider each of these principles and tell us how important or unimportant they are to you.

	Very important	Fairly important	Not very important	Not important at all
Make it easier to cycle quickly	☐	☐	☐	☐
Make it safer to cycle	☐	☐	☐	☐
Reduce air pollution	☐	☐	☐	☐
Reduce carbon emissions	☐	☐	☐	☐
Reduce motorised traffic speeds	☐	☐	☐	☐
Reduce amount of motorised traffic on the road	☐	☐	☐	☐

R13_1 If you use a bicycle for some or all of your travelling needs, or you would like to use one more often, how important are each of these quickway features to you?

	Most important	Medium importance	Least important
A minimum of 1.5 metre cycle lane, these are proposed for most of the quickway routes	☐	☐	☐
'Advanced stop lines' marked on the road at traffic light junctions and pedestrian crossings on proposed quickway routes, so cyclists can stop ahead of queueing vehicles at a red light, so they're safer to go when the light changes	☐	☐	☐
Allow for cyclists to ride at constant speeds of 20 mph	☐	☐	☐
Ease of cycle flow through double yellow lines	☐	☐	☐
Minimal route diversion, time delay or need to stop	☐	☐	☐
On-road cycle symbols (there will be some stretches of the quickways where cycle lanes are not possible because the roads are too narrow: bike symbols will be painted on the narrowest stretches)	☐	☐	☐
Removal of centre lines where roads are too narrow for cycle lanes	☐	☐	☐

R14 **How many motor vehicles are there in your household?**

- ☐ None
- ☐ One
- ☐ Two
- ☐ Three
- ☐ Four or more

R15 **How many vehicles do you currently park on the street?**

- ☐ None
- ☐ One
- ☐ Two
- ☐ Three
- ☐ Four or more

R16 **What's the main reason why you are parking on street? Please select all of the main reasons below that apply for you.**

- ☐ I'm a resident with no off-street parking
- ☐ I'm a resident with some off-street parking
- ☐ I'm a student living in local student accommodation
- ☐ I'm a taxi driver
- ☐ I'm a trades person
- ☐ I'm a visitor
- ☐ I work locally and it is my company vehicle
- ☐ It's close to my place of work, school, or university facilities
- ☐ The cost of parking facilities is too expensive
- ☐ There's no car park nearby or the nearest car parks are usually full
- ☐ To access public transport
- ☐ Other (please specify)

R17 **Looking at the plans, which of the proposed quickway cycle routes do you consider most important?**
Please indicate which one.

- ☐ Cowley Road/Oxford Road
- ☐ Iffley Road/Henley Avenue/Rose Hill
- ☐ St Clement's Street
- ☐ Between Towns Road/Church Cowley Road
- ☐ Donnington Bridge Road
- ☐ Morrell Avenue
- ☐ Marston Road
- ☐ Banbury/St Giles
- ☐ Parks Road (quietway) cycle route
- ☐ None
- ☐ I cannot cycle
- ☐ Other (please specify)

_____

R18 **Please let us know why your choice of proposed quickway is the most important to you.**

_____

R19 **If the proposed quickway cycle routes are approved would you consider cycling more?**

- ☐ Yes definitely
- ☐ Yes maybe
- ☐ Probably not
- ☐ Definitely not
- ☐ I cannot cycle
- ☐ Other
- ☐ Already cycle regularly - don't expect that to change

_____

R20 **Are you completing this as a business owner or representative of a group?**

- ☐ Yes
- ☐ No

R21 **If you are completing this as a business owner or representative of a group, what do you think the impact will be on the following groups?**

	Positive/ Good	Neutral/ No real change to how it is at the moment	Negative/ Bad
My customers, visitors or members [If you are completing this as a business owner or representative of a group, what do you think the impact will be on the following groups?]	☐	☐	☐
My staff or volunteers [If you are completing this as a business owner or representative of a group, what do you think the impact will be on the following groups?]	☐	☐	☐
People delivering to my location [If you are completing this as a business owner or representative of a group, what do you think the impact will be on the following groups?]	☐	☐	☐
People collecting deliveries I am sending out [If you are completing this as a business owner or representative of a group, what do you think the impact will be on the following groups?]	☐	☐	☐

R22a **How do you generally feel about the overall proposal to implement quickways around Oxford on the proposed roads?**

- ☐ Support
- ☐ Neutral
- ☐ Object

R22b **Please feel free to add more detail here**

_____
_____

R23_ **If you strongly support or tend to support the proposed quickways, which of the following best describes why?**

- ☐ Cleaner air/less pollution – it helps towards tackling climate change
- ☐ Easier and quicker travel by bike
- ☐ Health and wellbeing – it'll encourage me to cycle more often
- ☐ Improved facilities like cycle lanes and more pedestrian crossings
- ☐ Interested in cycling more using quickways
- ☐ Reducing vehicular traffic on main routes
- ☐ Safety – quickways will make cycling more safe
- ☐ Other (please specify)

_____
_____

R24_ **If you strongly object or tend to object to the proposed quickways, which of the following best describes why?**

- ☐ Access for emergency services – I worry it could make it harder for police/ambulance/fire to get through
- ☐ Hard to park for caring responsibilities not at my home address – e.g. work/volunteer/family
- ☐ Harder to park on same street as home
- ☐ Hard to park for work
- ☐ Need to park close to home as carer/disabled driver/caring for young children
- ☐ Parking impacts while a quickway is being installed
- ☐ Parking pushed onto nearby roads
- ☐ Traffic impacts while a quickway is being installed
- ☐ Other (please specify)

_____
_____

R25 **Do you have any further comments that you would like to share in relation to the proposed quickways?**

_____
_____

R26 **Gender**

- ☐ Female/woman
- ☐ Male/man
- ☐ I use another term (please state below)
- ☐ Prefer not to say

_____
_____

R27 **What is your age?**

- ☐ Under 16
- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65 and over
- ☐ Prefer not to say

R28 **What is your ethnic group?**

- ☐ Asian or Asian British (Indian, Pakistani, Bangladeshi, Chinese or any other Asian background)
- ☐ Black or Black British (Caribbean, African, or any other Black background)
- ☐ Mixed or multiple ethnic groups (White and Black Caribbean, White and Black African, White and Asian and any other mixed background)
- ☐ White (British, Irish, Scottish, Welsh or any other white background)
- ☐ Prefer not to say
- ☐ Other ethnic group (please specify)

_____
_____

R29 **Do you look after, or give any help or support to anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age?**

- ☐ No
- ☐ Yes, 9 hours a week or less
- ☐ Yes, 10 hours or more a week
- ☐ Prefer not to say

R30 **Do you have any physical or mental health conditions or illnesses which reduce your ability to carry out day-to-day activities?**

- ☐ Yes - a lot
- ☐ Yes - a little
- ☐ Not at all
- ☐ Prefer not to say

R31 **Please can you tell us what your physical or mental health conditions or illnesses relate to?**

- ☐ Mobility and/or sight
- ☐ Hearing
- ☐ Mental health and wellbeing
- ☐ General health
- ☐ Prefer not to say
- ☐ Other (please specify)

R31_OTH **Please can you tell us what your physical or mental health conditions or illnesses relate to?**

- ☐ Mobility and/or sight
- ☐ Hearing
- ☐ Mental health and wellbeing
- ☐ General health
- ☐ Prefer not to say
- ☐ Other (please specify)

R32 **How did you find out about this consultation?**

- ☐ Email from the county council
- ☐ Leaflet through my door from the county council
- ☐ Local community group/organisation
- ☐ Local newspaper online or print
- ☐ Oxfordshire.gov.uk website
- ☐ Friend / relative / neighbour
- ☐ From my councillor
- ☐ Facebook
- ☐ Instagram
- ☐ LinkedIn
- ☐ NextDoor
- ☐ Twitter
- ☐ Other, please specify
- ☐ Employer or work colleague

_____

R33 **Please tick the boxes that apply to you:**

- ☐ I live in Oxfordshire
- ☐ I work in Oxfordshire
- ☐ I study in Oxfordshire
- ☐ I own/represent a business in Oxfordshire
- ☐ None of these but I visit Oxfordshire

R34 **If you live in Oxfordshire, which is the nearest town to where you live?**

_____

Can we keep in touch?

R35

- ☐ Yes, I'd like to receive updates about activities on Let's Talk Oxfordshire
- ☐ Yes, I'd like to sign-up to get regular updates on the county's news, events and developments from the council

THANK YOU FOR SPARING THE TIME TO TAKE PART IN THIS CONSULTATION.

Appendix 2: Comments Made in Response to Open-ended Questions

In this section we list the verbatim comments given by respondents in response to open-ended questions.

R18. Please let us know why your choice of proposed quickway is the most important to you.

View on proposals	Comment
Neutral	Already very difficult for parking
Neutral	Because I live on the Iffley Rd and am concerned about the level of air pollution and traffic.
Neutral	Because we live on the street
Neutral	Busiest road
Neutral	closest
Neutral	Closest to residence (Charles St). Iffley is safer (comparatively) to cycle down as wider than Cowley Rd and fewer shops/parking bays.
Neutral	Cowley Road is a very busy road and a lot of people live off it.
Neutral	currently most dangerous
Neutral	I am a slow cyclist - don't need quickway routes!
Neutral	I am not against providing greater facilities for cycling, and making it safer. However, as a resident of Iffley Road i am most concerned about the growth of traffic caused by the closing off of through routes under the low traffic neighbourhoods proposa
Neutral	I do not cycle but I drive every day due to my job. I see people on e scooters and cyclists who completely disregard the highway code and I feel that it is only a matter of time before there is a serious accident.
Neutral	I don't
Neutral	I dont think one in particular is the most important
Neutral	I travel this route regularly and there are fewer shops that this would impact. Though Cowley Rd is busy, I believe the removal of on-street parking would have a significant impact on local retailers and you'd need to do something about the busses too.
Neutral	I use it every day, left turning traffic and juggling of lanes across junctions, speed and density of traffic, hold-ups when cycling due to lights and getting round buses when queues of traffic.
Neutral	I'm getting too old
Neutral	It is busy and dangerous,
Neutral	It is part of my commute. I understand that other quickways are equally important to others.
Neutral	It is the worst to cycle on
Neutral	It's the busiest and narrowest with the most hazards
Neutral	It's closest to where I live so the section I am likely to use the most
Neutral	It's one of the main routes I can cycle into work.
Neutral	It's potentially a safer descent than Headington Hill
Neutral	It's the most difficult to cycle safely down
Neutral	It's the one I cycle regularly. And it is in my experience the most crowded and cramped of the lot
Neutral	Many of our school buses come down the Iffley Road, and we have a school gate on the Iffley Road, to which our pupils need safe access whether they are arriving on foot, by bike or by bus.
Neutral	Most dangerous and direct to city
Neutral	Narrow road with a lot of traffic and no bike lane. It is dangerous for bikers.
Neutral	route to work
Neutral	See above. I'm sure that these plans will have huge implications for me as I have to drive to the Covered Market approx once a week from OX2
Neutral	The Cycle way in front of London Place is not well marked and cyclists + e-scooters use the footpath that is London Place, the cycle dismount signs are ineffective and cycle barriers are required at each end. We

	welcome a meeting to discuss the design .
Neutral	The one nearest to where I live
Neutral	This is a route that I avoid on a bicycle as it's too busy with pedestrians, buses, delivery vehicles not heeding cyclists. Cars are slower so usually respectful. Also you can't stop on and park a bicycle easily on cowley rd so I usually walk this route.
Neutral	This is going to gridlock an already high traffic rd which has already had extra traffic forced onto it . Dangerous and irresponsible to even consider making it worse
Neutral	This is the most congested route, with mandatory cycle lanes regularly blocked by parked vehicles and vehicles pulling out without warning.
Neutral	This is the route I most often walk down - the road road is very busy - traffic too fast but also often at a standstill
Neutral	This road is awful to cycle on, there's little consistent cycle lane, the road is full of potholes which force you out of the cycle lane. Car and taxi drivers are noticeably more aggressive on this road that other roads.
Neutral	too narrow now
Neutral	Use regularly
Neutral	Use regularly for work and leisure
Neutral	Very nrrow road for the amount of traffic it takes
Neutral	we need a comprehensive cycle system like in Amsterdam/the Netherlands and this is a start.
Neutral	WHEN WE START TO POLICE CYCLIST THE SAME WAY AS WE POLICE MOTORIST, LET'S TALK. BEFORE THAT CYCLIST ARE AS DANGEROUS AS MOTORIST.T
Neutral	While I agree more needs to be done for the safety of cyclists and the environment crisis, i am concerned by how this will affect local residents and businesses and renters who have no drive space, so i can;'t say which is more important
Object	1.5m cycle lanes on narrow roads don't work - viz. Windmill Rd
Object	A cycleway on Morrell will eliminate space for visitor parking. The current road layout with parked cars means the traffic has to slow down to get past them. It will be extremely dangerous for cyclists to turn right due to the increased speed.
Object	A very busy and major thoroughfare with limited width and exceptionally bad road surface quality.
Object	again, you need to fix your survey, none of them are important to me at all. I think they are a terrible, terrible idea.
Object	All equally important
Object	Anti Car movement has gone too far.
Object	anti car with minimal benefit to cyclists
Object	As above. You have already decided this is the answer and are trying to back it up with evidence. I hope you don't pick the responses that suit your argument but then I won't be surprised.
Object	Because I don't experience problems cycling in the other routes
Object	Because I live off Cowley Rd with mobility issues with my family
Object	Because I live on Oxford Rd. LTNs were supposed to allow for safe cycling, instead you are putting cyclists back onto main road with every other car, bus and van banned from the LTN. Plan has no consideration for walking / crossing roads.
Object	Because I walk and catch buses into the city centre. I also occasionally drive here and across donning ton bridge to leave oxford
Object	Because it will increase the speed of cars if you take away the parking on these roads.
Object	Because its the one that will have least effect on me
Object	Because Morrell Avenue's pinch points force drivers to drive assertively for space. Meanwhile, the slope means that cyclists come down very fast, while those going uphill are the cause and victim of driver frustration.
Object	Because removing traffic will mean that those routes are more attractive to all vehicles, including cars. And the majority of them are fine to cycle down. Roads like Howard street which are much narrower and have displaced traffic due to the LTNs.
Object	because the other quickway proposals are very difficult and inapprop

Object	because this is where the accidents actually occur
Object	Because we live nearby and use Marston Rd every day
Object	because you made such a mess of Cowley Road layout when you changed it a few years ago, making it a hundred times worse for everyone: pedestrians, cyclists, vehicles, etc. As well as a quickway you need to reintroduce kerbs between pavement and cycleways.
Object	Church-Cowley rd is not wide enough now for the size of the lorries that use it there should be weight restrictions on them as between towns rd was designed as access to the retail park
Object	Closest to home
Object	Complete waste of tax payers money. This will be detrimental to businesses and will cause additional misery for ppl already living in the areas
Object	Cowley Road is currently a bad design for cyclists with the traffic calming bollards sticking out into the road.
Object	Cowley road is currently dangerous for cyclists (and pedestrians). Iffley road not much better. It's heavy use and congestion is why its important
Object	Cowley road is incredibly unsafe, both when I cycle but also when I drive a car there. Although, the dangers are more about the unsafe actions of people, cars and cyclists so I don't actually think that a quick would make a difference, may worsen it.
Object	Cowley road is the most difficult road for all road users.
Object	Cycle lanes are fine wherever possible but removing the centre line makes passing oncoming motor traffic, particularly busses, impossible without straying into cycle lanes. The idea needs better balance.
Object	Cyclist already have way more space than motorists in Oxford. Donnington Bridge Road has 3 lanes for bycicles. Car lanes on High street have already been severely narrowed for cyclists, which makes the (already) bad traffic way worser
Object	Do not consider any of them important but the questionnaire does not allow for this answer
Object	Don't want them
Object	Don't need them
Object	Experience
Object	Highest usage by bikes
Object	I am a long term resident of Morrell Avenue, where, despite the traffic calming affect of modest designated on-street visitor parking, motorised vehicle speeds in the evenings can be very high - cyclists currently achieve 20mph downhill too.speeds
Object	I am a registered disabled driver and unable to walk far.
Object	I am disabled I cannot ride a bike
Object	I am incredibly concerned. Already people regularly drive 70mph. The noise is horrendous. The amount of wildlife and pets killed is devastating. The only thing that helps slow traffic is the parked cars. Need visitor parking
Object	I am not a fan at all. The bit that doesn't work is the Plain roundabout. This is really dangerous for cyclists and you have already spent lots of money on it. Have you tried cycling from magdalen bridge around the roundabout in the winter?
Object	I am, quite frankly, exhausted by and sick of this council's obvious war on resident car users in Oxford. All you are going to do is create more pollution, more accident hot spots and put more people out of business. I will not be voting for you again.
Object	I an disabled and cant walk far so I need a car so cycling in nearly a no no . We must think of all council tax payers not the few
Object	I can't find access to any map/plan of said quick way cycle routes, if you can't supply the relevant information then you will be getting a skewed response to the questions
Object	I can't comment on other areas. The only routes important to me personally are the quiet way routes.
Object	I chose that none is the most important as I see flaws in all of them.
Object	I chose to live on Marston Road because there were *already* good cycle paths. St. Clements is the only road I would want to cycle on which is too dangerous.
Object	I could be interested if Ltns were removed but in conjunction it's makes it more unpleasant to cycle. I am actually cycling less because the Ltns make it unbearable on my usual route.
Object	I currently live on Morrell Avenue and cycle. The parked cars currently slow the traffic and make it safer for cyclists. Removing the parking spaces will be detrimental to cyclists as it will allow cars to speed

	down Morrell avenue.
Object	I did not choose a quickway, and I am appalled at that you are removing so many street parking spaces from my local area.
Object	I didn't pick one
Object	I do not agree with the implementation of quickway, which is not needed in most areas abd us just being used as an underhand and devious tactic to attempt to inconvenience car drivers by taking away all of the parking in the proposed areas
Object	I do not like the proposed scheme to get rid of roadside parking, or cycles going a top speed of 20mph (is this even possible!)
Object	I do not support this scheme
Object	I do not support this scheme - I am only interested in Dedicated cycle tracks - the current mess of white lines and big cycle motifs on the road is a joke
Object	I do not think that quickway cycle routes are a good plan. Car users will continue to use cars but will feel inconvenienced by these proposed quickways. Traffic will build up as cars travel more slowly; car emissions will increase as cars move more slowly
Object	I do not think the proposals are important: there should be a constant speed limit of 20 mph and this should be widely advertised and ENFORCED
Object	I do not understand the intention behind this question? I chose that cycleway because with the proposed LTN for St Mary's I think it is going to become a nightmare cycling on the Cowley/Iffley Rds and I can only access town via one of these 2 roads.
Object	I do not want any quickways. When travelling to work daily at peak flow times I feel more endangered by cycle and ev scooter traffic than other road users. Removing parking on Iffley/Cowley Roads will impact on residential parking in The Golden Triangle
Object	I do not want quickways to reduce legal road parking
Object	I don’t have one because they are a ridiculous idea
Object	I don’t want you to continue messing up the traffic, you are making things worse. Stop
Object	I don't agree with any of them.
Object	i dont agree with any of this stop making life impossible for vehicle drivers
Object	I dont agree with any proposed quickways i think its a ridiculous waste of funding
Object	I don't agree with the quickway as it will increase the speed of cars/vans in these areas. We do need to do something about emissions but making roads faster for cars/vans/buses etc is not a good idea.
Object	I don't support quickways
Object	I don't think any of the above are more important that the others
Object	I don't think the scheme is a good idea as it is proposed.
Object	I dont want parking pushed onto my steet (which is fine at the moment). You are planning to push all the parking towards me and then charge me for using my own steet - simply not fair.
Object	I don't want quickeays, the current on street parking is needed and the quickeays just allow the cars to go really fast because the roads are clear.
Object	I don't want this happen, i had enough with the LTN
Object	I feel cutting so many parking places will cause delays at major junctions, ie St Clements roundabout.
Object	I find the idea of reducing parking spaces absolutely unacceptable. Parking has been a problem for small businesses, like mine, for a while (lack of availability of free parking spaces, inability to obtain permits for business cars). This is not viable.
Object	I have a disabled teenager who has daily seizures. Taking away the parking around Cowley rd stops us from shopping, visiting friends etc. Not to mention taking away parking from those less able who don't have drives This
Object	I have regularly used Cowley Road to travel to my place of work.
Object	I live here.
Object	I live off Cowley road...already the ltns are causing traffic problems on the main roads. This will make the situation worse
Object	I live on Iffley Road
Object	I live on Morrell Avenue

Object	I live on this road - whilst I am in support of the introduction of cycle lines it is ridiculous that you are proposing to remove parking - it is the only thing that slows down the traffic on the street! The majority of drivers totally ignore the 20mph!
Object	I live on this street and it will impact me personally
Object	I live there.
Object	i live to far away to cycle to work, and public transport is way too expensive.
Object	i need to park my caron a proposed quickway route for taking elderly friend to the park for excecise and recreation in the park
Object	I object quickway project
Object	I object the quickway cycle route
Object	I propose doing no quickway, this kind of thing does not make it safer for the cyclist. You are better making sure they have the correct gear and lights on the bikes. until then this is pointless
Object	I regularly cycle this route
Object	I strongly object quickway cycle route as my customers have nowhere to park
Object	I strongly object the quickway cycle route
Object	I strongly object the quickway cycle route. My carer has no parking space to park when they visit me.
Object	I think bikes are currently well catered for on these roads and I need to use these rds in my car for work in and around oxford
Object	I think its a ridiculous idea and will make the whole of the city congested and pollute specific areas
Object	I think the current structure is sufficient.
Object	I think the loss of 650 parking spaces is far too great. People rely on their cars for work, childcare, caring duties etc. As someone with health issues I worry that this will cause far more problems than it solves for many.
Object	I wanted to mention Warneford Lane but is not included
Object	If the proposed quickway is passed then I and many others will have nowhere to park. I strongly object to these changes believe that parking congestion is not solved by further limiting the number of parking spaces
Object	It affects me firefly
Object	It feel the most dangerous. Cowley Road is the safest (it seems)
Object	It is already quick for cycles. Removing the parking would speed up the vehicle traffic which would be very bad for cyclists. In addition it would make more people pave over their front lawns as no street parking would mean visitors must park there too.
Object	It is closest to me
Object	It Is most important because I LIVE ON COWLEY ROAD AND DO NOT WANT THIS CYCLE ROUTE!!!
Object	It is on a main road to approach Oxford from the south, where I live and work.
Object	it is only one small stretch of Cowley Road which is tricky - all the other routes you have mentioned already are pretty much already entirely satisfactory and adequate for cyclists and don't need tampering with!
Object	it is probably the only road with enough space for that.
Object	It is the most congested and has a terrible road surface and obstructions from parked or loading vehicles. The cycle lanes are too narrow and often squeezed, particularly by buses near the Plain. It is unsafe. A left cycle filter at Morell ave would help
Object	It is the narrowest of the streets in this group
Object	It is the only actually dangerous road for careful cyclists
Object	It is the route I use most often
Object	It will affect me most as I live on the Cowley Road. Even as a non-driver, this is a terrible idea. You should be focusing on making major junctions, like the Plain, safer for cyclists.
Object	It will make Oxford even worst, the business and restaurant in Oxford is barely accessible in this case in future.
Object	It's a completely ludicrous idea thought up by extreme anti motorist and anti business extremists
Object	It's flat

Object	It's my only social outlet and being disabled can be very isolating. I can't take a bus or any other mode of transportation, so driving and using my blue badge is my only option.
Object	It's the road I live on
Object	It's a road I use very frequently as a pedestrian or driver, as it's nearest where I live. An ideal design would get cyclists off the pavements, allow 2 buses to pass, and leave some parking. The pavements could be narrowed in many places.
Object	It's by far the most dangerous street to cycle through
Object	It's close to my house
Object	It's my commuting route
Object	It's not as I can't cycle. I am very concern about the impact on the Trees in Morrell Avenue.
Object	It's the most hazardous
Object	It's the one used by my family most.
Object	It's where I drive.
Object	Least likely to damage car traffic.
Object	Less disruption to motorists
Object	Live on Iffley Road
Object	Most likely to use
Object	Most likely to use to get into town or to my daughter's school.
Object	Most often used
Object	My family members live here
Object	My son attends Magdalen College School, and the latest LGN and now cycling lanes proposals are making our lives much harder - the bus 4 and 4b does not go to our school anymore (LGNs made thus impossible), we switched to car ride, you want to ruin this to
Object	N/a
Object	n/a
Object	N/A
Object	N/A All of these places seem to already have some kind of cycling allowance
Object	N/a all seems like a waste of money
Object	Na
Object	Near home address
Object	No
Object	No one on our street needs or does want a quick way.
Object	No this is very bad idea because we have no parking left in Morrell Avenue where people park their cars no driveway in east Avenue and parsons place
Object	None are relevant to people who live in 'outer' oxford or surrounding villages. This is where the real issues are - central oxford is already ok
Object	None i am against this plan it will cause further issues. The LTNs have already impacted timing! Also i hate seeing cars waiting in traffic everywhere i go.
Object	None of the routes in the proposal will make travelling any easier for cyclists or drivers. Instead they will reduce the flow of traffic and impede travel.
Object	None of them
Object	None of them
Object	None of them address the real issues of cycle safety and convenience.
Object	None selected
Object	None, I cannot cycle
Object	None, for people who work outside oxford a car is required. Cycling in Oxford is already fine.
Object	Of the routes that I currently use frequently and I find this one the most scary and dangerous
Object	People need to.park their vehicles near there homes, Why park in other households streets.
Object	Property owner with only one off street park.

Object	Proposed quickway cycle routes are not important for the comfort of cyclists who can easily and legally ride along the discussed roads where traffic is slow anyway. This proposal is extremely inconsiderate to the local residents and businesses.
Object	Providing advisory cycle lanes and reducing road space for vehicles will not result in improved cycle facilities. Specifically, the LTNs has caused increased congestion and the reduced road space will result in queuing traffic to enter the cycle lanes.
Object	Removing the car parking simply encourages drivers to drive faster. Also residents live here. You are penalising residents who drive.
Object	Road is very congested due to the existing poorly designed traffic calming measures.
Object	Roads are paid for by road tax payers and so motorised and insured vehicles should take precident
Object	Route I cycle to work
Object	Route into town
Object	Route used very regularly-5/6 times a day
Object	Safety
Object	Speaking as a cyclist, this scheme is complaete nonsense. It wont help, will cause more car driver frustration and the only way to reduce congestion is to have affordable housing in the city.
Object	Speeding up cyclists presents yet more danger to other path ad road users. 20 mph is far too high a speed. Try 5mph which give a safer braking distance. Cars can travel at 20 with much more sophisticated braking systems and the
Object	that is a particularly dangerous stretch
Object	The behaviour of cyclists in that area is often dangerous - to themselves nd the unsuspecting public.
Object	The concept of cycleways and improved cycle routes is important but should be driven by the goal of making cycling in Oxford more inclusive and safer. Understanding existing cycle patterns and issues cyclists face would be a better starting point
Object	The Cowley Road is not viable as a 'quickway' at all - the idea is unworkable/unsafe. The Iffley Road 'quickway' between Jackdaw Lane & Magdalen Road is unnecessary. St Clements is chaotic and dangerous.
Object	The current cycle lane provision is adequate and I often park in east oxford to use local businesses
Object	The Iffley Road cycle lane is a very efficient way of getting into town; however, during school drop-off times in the morning too many motorists and buses stuck in their bus stops are blocking the cycle lanes.
Object	The one I use the most.
Object	The proposals are unfair. The removal of the parking spaces on the main roads will inevitably force those people to request parking on the already overcrowded side streets. This is not acceptable.
Object	The question is not clear at all
Object	The quickways will not affect me. All the proposed cycle lanes will be a pain and create even more gridlock than the LTNs. I need to be able to get to and from work. That needs a Car.
Object	The reason the main roads are so much busier is because of the ltns
Object	The spend could be better made on a overall plan that includes pavements and not just roads
Object	The traffic is really heavy and when the traffic is at stand still the air quality is extremely poor. The LTN's will make it even worse.
Object	There are already cycle routes which are rarely full and making the roads less accessible to less able and elderly who are not able to walk and cycle
Object	There are more motor vehicles that use the road than cyclists so why spend all that money? Cyclists still use the public pathways than cycle lanes so soend the money on fixing poorly maitenanced roads
Object	There are potential negative impacts which need consideratiom
Object	there is an existing cycle way on this road. However, I find Oxford cyclists just awful - not obeying the rules of the road, not stopping at red lights, not paying due care and attention to pedestrians; I'm against rewarding them with quickways.
Object	These questions assume my agreement with the principle of the quickways as proposed - what if I don't consider the quickways as proposed important?
Object	They are going to cause major traffic problems & pollution.
Object	They are not a good idea, they cause more pollution and slower traffic movement
Object	This is a mandate against drivers cyclists don’t use the current cycle lanes this proposal will just cause

	gridlock and cause MORE. Accidents than prevention
Object	This is a street that is currently quite difficult to cycle along when busy.
Object	this is done in ridiculous haste for modest government funding
Object	This is making it more difficult with those of us with disabilities who cannot walk or ride bikes. Along with the introduction of LTNs Oxford is very discriminatory against disabled people. Are you going to charge cyclists road tax? Car drivers less?
Object	This plan will increase congestion and ruin Cowley Road businesses.
Object	This road is the busiest and narrowest
Object	Until cyclist have training and a better road use understanding, anything that increases their speed will be dangerous to other road users and pedestriansill
Object	Use every day to commute by car and regularly cycle too
Object	Use that route the most
Object	Very busy road for traffic.
Object	Waste of public funds
Object	Waste of time
Object	We have traffic congestion which is getting worse year by year. House building has exploded in Oxford mainly flats with occupants mainly having two cars. To close rds is folly in the extreme you will not force people out of there cars
Object	we need smoother way motor vehicle travel to reduce pollution from main road in Oxford not wide cycle ways as most cycles used the path not the current cycle way eg Donnington bridge.
Object	we need to build new routes for bikes not take away space from buses and cars, this feels like a bodge - really improve the towpath along the Thames, and make it super wide - that would be a true quick way and also upgrade the route across the gold course
Object	Where I live
Object	Why is cycling the only alternative to driving? Please look at major improvements for public transport to connect the city and please fox the state of the roads before painting a few lines to make cycle lanes in roads full of pots and holes
Object	you are basicallly creating exclusion zones for disabled individuals. We have a labour council, how is this acceptable?
Object	You can already cycle quickly around the city
Object	You haven't listed Warneford Lane as a choice! This is the only one I would support. Strongly object in Morrell Avenue and elsewhere. Extremely poorly designed survey.
Object	You keep making spaces gor cyclist so cars are blocked in traffic for hours, increasing the pollution. I have health issues and I can't cycle, and at the same time I can't have a pass. These issues put me at risk with covid, so I don't use public transp.
Object	Your I'll conceived lunacy has got to stop. Just look at how dangerous you've made windmill road where so much room has been allocated to non existent bicycles it's unsafe for two motor vehicles to go in opposite directions.
Object	Your proposals will make my children less safe crossing roads where cars have nothing to slow them down - unsafe race tracks
Object	Your question is unclear. As key roads into and out of the city Iffley Road, Church Cowley Road and Cowley Rd all need to remain unimpeded for vehicle access, including parking. The roads are just not wide enough for wider cycle lanes and two-way traffic.
Support	30MPH road, lots of traffic, buses sharing road with cyclists, too dangerous for cyclists (especially junior ones). Also, this route has extremely broad sidewalks, some of that could be used for giving space to bicycles
Support	A coherent network of safe cycle routes is needed, but this is the more direct route to the city centre from our home, and it is currently quite dangerous especially because of parked cars in the cycle lanes.
Support	A route i often use.
Support	access to schools - supporting active travel by children
Support	Accessible to a lot of housing and amenities- currently a cluttered and unsafe feeling road for cycling (although resurfacing the other year helped a lot!)
Support	Accidents on The Plain due to poor signage and increased motor vehicles.

Support	All are important. Cyclists should be treated as cars when there is not enough room for safe cycle lanes, like on Cowley Road with bike sings in the middle of the road. That's much safer than the new layout on Magdalen bridge which is simply unrealistic..
Support	All cycle routes are important
Support	Allows great number of diverse Oxford residents to access safer cycling
Support	Alot of cyclists use this route as well as children and students
Support	Although I rarely use it, this is probably the most dangerous main road in Oxford to cycle along
Support	Although St Clements is not a street I use regularly on a bike it is one of the least bike-hospitable streets due to the mix of road users and on street parking and buses and poor road surface.
Support	Arterial route I use a lot. Consistently dangerous to ride on.
Support	As a cyclist this is my least favourite road to cycle on due to buses and cars. I have seen my issues with cyclists on this road and don't feel it is safe for children to cycle here.
Support	As a cyclist, it's the street I use most, and where I'm most often 'close-passed' by motorists. St Clements Street is probably worse, but I don't ride along there quite as often.
Support	As above - I think you have missed out two of the most important and dangerous areas in the city.
Support	At present unsafe for bikes.
Support	Banbury and St Giles feel like the roads where bikes are still poorly prioritized and people on bikes face risks
Support	Banbury road (especially the "Summertown Roundabout") is currently unsafe for cycling as bikes are not properly segregated from vehicles. Also the "cycle lanes" that exist often amount to white paint on a pavement which is not safe for pedestrians
Support	Because coming out of town, I get stuck in traffic on a bike! It has always been v dangerous.
Support	Because Cowley road is so congested and dangerous for cyclists
Support	Because Cowley Road traffic can be dangerous to cyclists as it currently stands
Support	Because Cowley Road/Oxford Road feel the most intimidating/risky to use as a cyclist and offer most opportunity for improvement.
Support	because Cowley Rod is very dangerous to cycle as currently . Nopt wide enough for cyclists and 2 way buses
Support	Because currently the Cowley Road is dreadful for cycling.
Support	Because I am concerned that residents (or their visitors) of Morrell Avenue without driveways/offstreet parking will have nowhere close available to park.
Support	Because I can use it most days.
Support	Because I commute on my bicycle between Iffley and the Banbury Road. The trickiest section is between The Fir Tree pub on the Iffley Road and Longwall Street.
Support	Because I cycle along this road most days
Support	Because I live off the Cowley Road and access it to cycle everywhere. It feels a mad, dangerous road due to the numbers of motorists, pedestrians, e scooters, bikes
Support	Because I live on Iffley Road and I am desperate for it to be transformed from a horrible, congested and noisy approach to a traffic jam at the Plane and into a greener, quieter, safer way for active travellers and bus users to get into town.
Support	Because I travel down Iffley regularly by bike to go to my cancer treatment
Support	Because I use it a lot, and it is a wide road with potential for more use by cycles
Support	Because I use it and it is currently pretty dangerous for cycling
Support	Because I use it most
Support	Because I use it regularly
Support	Because I use this road most often and it is the most congested with motorised traffic
Support	Because I use this route the most and it's currently dangerous with many obstructions.
Support	Because I use this route the most and it's currently dangerous with many obstructions.
Support	Because I very regularly cycle along Iffley Road, and find that I very often have to ride around parked cars. 95% of motorists are considerate and observe speed limits but there is a small minority who exceed them and make this route unusable.

Support	Because I would use it most often
Support	Because I would use it the most
Support	Because i would use this route
Support	Because Iffley Road is frequently backed up with cars and bikes cannot filter through on dedicated bike lanes along the whole stretch of road.
Support	Because it is busy and can be dangerous for cyclists.
Support	Because it is closest to my home
Support	because it is dan
Support	Because it is one of the most congested and busy roads on a very popular street that needs a safer way to cycle along it for people who are less confident cyclists.
Support	Because it is the closest to where I live.
Support	Because it is the one I will use most frequently
Support	Because it is the one that provides the most direct access to schools/work in the city centre
Support	Because it is, in my experience, the most dangerous road for cyclists
Support	Because it links many neighborhoods with central Oxford
Support	Because it's the one we use almost every day
Support	Because it's a route that can link to the ring road cycle scheme, LTNs and can be a fully segregated safe cycle route as roads/pavements are wide enough to accommodate lanes all the way down. It would also mean you need to finally sort out The Plain
Support	Because it's quite insane that in 2021 cycling through this road is such a massive pain, having to jostle with cars and mopeds
Support	Because it's so busy with various forms of traffic
Support	Because its the most dangerous
Support	because it's the quickest access to the City Centre from where we live
Support	because it's the route I take often
Support	because its the route i use most often
Support	Because it's the route I use most.
Support	Because of the hazards and aggression from drivers I experience on a daily basis using this Cowley Road. Friends won't cycle to my house because of this. I know people hospitalised due to car dooring and other collisions with drivers
Support	Because of the school near it!
Support	Because that is the one I am most likely to use and it's currently a dangerous stretch of road.
Support	Because that's where I cycle most often.
Support	Because the road and previous attempts at traffic calming are counter productive: the road is a death trap for cyclists and there's a lot of us that use the route
Support	Because this is a route that my family and I use often but it is dangerous - too many (large) motor vehicles.
Support	Because this is one of the most important cycle routes to Headington, avoiding the steer Headington Hill and the 'squeeze' between the high walls and high sided buses on Headington Hill.
Support	Because this is probably the worst out of all the roads to cycle down as it is right now but I think improvement of all the streets listed is extremely necessary.
Support	Because this is the road that feels busiest and least safe when cycling. Safety for all cyclists is vital. Especially after the death of a other young woman.
Support	Because this seems like the easiest to make bike-friendly. It is a very wide road, and the curb parking benefits a lot feeder people than use the road for cycling. Morrell is similar- one side parking could be removed to make cycling safer.
Support	Because you asked me to pick one. They are all vital.
Support	Because, of the quickway roads I cycle on, this is the one where I've had most near-death experiences with taxis.
Support	Best option for improving road safety.
Support	Best route into and back from centre of town but often the are many parked cars on the route or of

	town and it's very busy making cycling slow and dangerous
Support	Between me and town centre
Support	Between towns rd connects children in the leys and rose hill with oxford city schools like Spires, St Gregs, and kids from town wiyh Oxford Academy. Between towns Rd is very unsafe for cyclists, as is Barns Rd, which I hope will be included in the scheme.
Support	Bottleneck whether I commute via Headington or Old Road.
Support	Busiest and most dangerous. So many vans and cars parked blocking pavement and bike lane.
Support	Busiest and most parked up street. Most near-misses cycling.
Support	Busiest road
Support	Busiest road along which cyclists need most protection
Support	Busy road and very high rate of preventable accidents
Support	Busy road currently with very poor cycle infrastucture (eg. no cycle/bus lanes)
Support	Busy route I use most
Support	Busy. dangerous and needs improving.
Support	By far the most congested and dangerous street I regularly use.
Support	Bypasses Headington Rd which seems to be the most dangerous and unpleasant road to cycle on in Oxford.
Support	Bypassing the centre, allowing to get through without dismounting
Support	cars drive far too quickly down iffley road causing a huge risk to cyclists
Support	Cars drive too fast and parked cars on street make it dangerous to cycle
Support	Cars drive very fast - almost no space for cyclists. I cycle there every day to work and don't feel safe.
Support	Cars drive way too fast and it’s a road with many commuters and children cycling
Support	cars parked in cycle lane make icars parked in cycle lane make it very tricky for cyclists atm.
Support	Cars parking in street, main way to cross the river since there are very few bridges
Support	Cars parking on double yellow lines causing cyclists to swerve into traffic. Speed of traffic, even the buses go at over 20 mph. Why are the 20 mph signs so small. We need speed cameras or road humps.
Support	central connection
Support	Child cycling to Swan School
Support	Close to my house, and a busy route into Oxford
Support	Closest to home and children’s school
Support	Closest to home, used daily for work commute and school run.
Support	Closest to home. Existing cycle path is regularly blocked by parked cars and walkers making it hazardous - especially young people
Support	Closest to me and the only one I use. I'm still working from home and don't go into town
Support	Closest to my home
Support	Closest to my home
Support	Closest to my house
Support	Closest to my house and current bike lane is unusable due to parked cars
Support	Closest to our house
Support	Closest to where I live
Support	Commute
Support	Congested and inadequate cycle paths
Support	congestion, allow quicker cycling
Support	Connects most residents to the city centre, and most in need of improvement
Support	convenient for getting in to town and to schools on the other side of oxford
Support	CORC is located on Donnington Bridge Rd. Our members have been regularly injured by cars on this road and frequent near misses as well -- extremely dangerous for our members.
Support	Cowley is the place it would be most helpful for me to cycle to, but it's also an incredibly scary road to

	cycle on because of the poor provisions for cyclists. As a result, I usually take the bus when I'm unable to walk there, but I would love to cycle.
Support	Cowley Rd feels incredibly dangerous to cycle down these days, and high puts me off doing it
Support	Cowley Rd feels quite dangerous as a cyclist among all the places I go from where I live in Marston. It's easier and safer for me to get to shops in city centre, Summertown and Headington by bike. Cowley Rd needs a cycle lane.
Support	Cowley Rd is a deathtrap
Support	Cowley rd is dangerous for cycling I avoid if at all possible. Also I had an asthma attack on Cowley rd because the air pollution there is terrible. Please consult hospital doctors on this survey, they will agree more bikes are essential.
Support	Cowley Rd is not amenable to safe cycling at the moment. My GP surgery and other places I like to access are in this road.
Support	Cowley rd is notoriously full of people driving over the speed limit and parked cars which make it difficult to cycle, especially during busier times of day. I'd like, most of all, to feel safe while cycling. Cycling quickly comes second.
Support	Cowley Rd is the most used and the most dangerous route for cyclists
Support	Cowley rd is very dangerous for cyclists
Support	Cowley Rd should be safe to cycle, currently there are numbers of fast cars there. There is too much on-street parking causing the bikes to swing toward centre of the road (plus these parked cars may open the door any moment). No cars on Cowley Rd
Support	Cowley Rd would be a good starting point for the city- personally Iffley road would be the most convenient, but reducing traffic and increasing cycling on Cowley Road prob have more impact. Really both should be one-way, other lane for active transport.
Support	Cowley Road already safer because traffic slower. Iffley road vehicle traffic is faster and so more dangerous for cyclists
Support	Cowley road can be very dangerous for cyclists as it can get very busy which can mean drivers aren't as aware of their surroundings. Lots of buses drive down this road too which can be dangerous for cyclists.
Support	Cowley road currently a shitshow for cycling. Ride often all the way out, and it just gets worse. Would really appreciate the aforementioned 1.5m cycle lane all the way past the bypass.
Support	Cowley Road doesn't have a continuous cycle lane and it's dangerous for cyclists
Support	Cowley Road feels dangerous to cycle down right now and it puts me off cycling even though I would really like to cycle more often
Support	Cowley road feels the most dangerous to cycle along now. Cowley road is my most direct way to work but I avoid it and go down Morrell avenue because it is safer. I know people who live along Cowley road and take the bus because cycling is too dangerous
Support	Cowley Road feels the most dangerous to cycle down, any improvements would help. I have to cross it to go to work.
Support	Cowley Road has a lot of traffic, and there are a lot of cars parked there, so it is dangerous for biking.
Support	Cowley Road has a vibrant community that should be safely accessible from the rest of town by bike.
Support	Cowley Road is a key connection route into the City: yet its cycle lane provision varies wildly, from proper lanes to nil
Support	Cowley Road is a very busy area with lots of kerb parking and illegal parking on double yellows, almost constant stopping by delivery vehicles and cabs. It is very difficult to navigate by bike and feels very unsafe. It is my main route into the city.
Support	Cowley road is actually meant to be a cycle path, with signs paired on the tarmac indicating this, but it is always snarled up with traffic. The pavement arrangement is very poor and it is impossible to cycle down the road without getting stuck behind car
Support	Cowley Road is an absolute traffic chaos, with many drivers not obeying the rules (stopping where it is not permitted, opening car doors without checking for cyclists etc). Cycling gets very dangerous
Support	Cowley Road is an essential arterial route into the heart of Oxford. Currently parts of it are narrow which causes hold-ups and can be dangerous. Improving the routes would make more likely to cycle with friends.
Support	Cowley Road is both narrow and very busy, with a lot of stopping traffic. It feels noticably less safe to cycle than the others, which are mostly wider/quieter.
Support	Cowley Road is busy with traffic and narrow while at the same time one of the main routes for cyclists

	between City Centre and many residential areas. It's one of the more dangerous but also most important cycle routes.
Support	Cowley Road is complete chaos at peak times for both motor vehicles and cyclists. Drivers stop in the middle of the road for passengers, food delivery drivers swerve in and out, parked vehicles don't look before pulling out, cyclists go on the pavement
Support	Cowley Road is currently horrible to cycle down. Previously almost been knocked off my bike by someone opening a car door of a parked car and almost hitting ne
Support	Cowley Road is currently very dangerous to cycle down, the standard of driving is sub-par and often agressive. It's well surfaced and wide enough.
Support	COWLEY ROAD IS DANGEROUS FOR CYCLISTS
Support	Cowley road is extremely dangerous for cyclists.
Support	Cowley Road is extremely difficult to cycle down.
Support	Cowley Road is for me the most straightforward route to temple cowley and greater leys but is not very safe at the moment as there are many areas where the road is shared with buses and cars.
Support	Cowley Road is horrible for cycling
Support	Cowley road is most dangerous to cycle in my opinion
Support	Cowley Road is one of the main routes in and out of the city, it often feels dangerous to navigate as you have to weave in and out of the traffic around all the parked cars, there are lots of close calls as both cyclists & cars try to squeeze through gaps
Support	Cowley Road is particularly dangerous for cyclists with its combination of parking (with some bike lanes on the outside of the parked vehicles), as well as unloading areas and stretches where people park illicitly
Support	Cowley road is quite busy and particularly difficult to cycle
Support	Cowley road is so dangerous as a cyclist - it's busy and the drivers and taxis are so aggressive. It's also a busy route into town for cyclists. It would be much safer if a quickway were developed.
Support	Cowley Road is so tricky and potentially dangerous to cycle down - it's narrow, busy, and higher risk than other routes
Support	Cowley Road is the most congested road to cycle along and has several junctions which are really unsafe for cyclists because of turning vehicles (eg James Street/Union Street, Rectory Road, Divinity Road.
Support	Cowley Road is the most dangerous road of the proposed quickways
Support	Cowley Road is the most dangerous street in Oxford from a cyclist point of view. I would support any measures to make it safer.
Support	Cowley road is usually very busy with cars and other hazards, unlike iffley road and Donnington bridge which tend to be simpler to navigate for all users
Support	Cowley road is very busy and narrow and does not feel very safe to cycle down.
Support	Cowley Road is very narrow and can feel dangerous when cycling
Support	Cowley road is very slow to get through due to the high number of cars
Support	Cowley Road is where useful shops and other venues are but the road is unpleasant and unsafe for cycling, as it is busy with cars, buses and other motoirised vehicles. I don't think drivers pay any attention to the bicycle symbols painted on the road.
Support	Cowley Road particularly seems to be a unfriendly place for cyclists but is a very common route for my friends
Support	Cowley Road should be a vibrant street of interesting independent shops and eateries. Instead it is a traffic jam. Marred by vehicles for cyclists and pedestrians.
Support	Cowley Road would be a brilliant route if it were not for all the obstacles such as parked cars, buses etc... Trade would benefit from less motorized traffic!
Support	Cowley Road/Oxford Road is currently extremely dangerous for cyclists.
Support	Cowley/Oxford road is dangerous, polluted, too many fast cars. Buses drive too close to bikes. We want a safe route into town!!
Support	Crowley road is horrifically dangerous for cycling
Support	Crowley Road is the most hazardous part of my cycle route - slow traffic makes drivers irrational - erratic manoeuvres parking/pulling out/turning and overtaking too close to cyclists. Car doors opening into the cycle route.
Support	Crowley Road is very dangerous for cycling

Support	Current cycle conditions feel dangerous with cars parked on roads and no clear cycle lane. Also close to where I live
Support	Current road layout is abismal for cyclists
Support	Current route is narrow and dangerous
Support	Currentl;y it is quite dangerous to cycle there with bits of cycle lane forcing a cyclist into the road without a safe way of doing so.
Support	currently a difficult road to cycle along- cars come into cycle lane and the edge of the road is uneven and dangerous.
Support	Currently a slow and intimidating route for cycling - I usually avoid Cowley Road
Support	Currently bad; reasonably long; probably lots of people benefit; on my route to work
Support	Currently feels the most unsafe, with worse than useless painted cycle lanes
Support	Currently limited safety features for cyclists esp.. returning from town
Support	Currently no cycle path along iffley Road and it's dangerous as it stands
Support	Currently the least bike-friendly road in Oxford
Support	Currently the most dangerous - no space to give room to the parked cars and the cars trying to overtake
Support	Currently the most dangerous route
Support	Currently the most dangerous route to cycle
Support	Currently the most dangerous route, with lots of cycle hazards along it's length.
Support	Currently the most difficult
Support	Currently the one I find the most dangerous
Support	Currently this road is very narrow and often full of slow moving (under 10mph) traffic that makes it very difficult to cycle along without weaving in and out of traffic. This is a critical road linking a large part of East Oxford to the city centre.
Support	Currently too dangerous for cycles from a traffic perspective
Support	currently v dangerous route, will allow me to access cowley much more quickly
Support	Currently, cycling (and driving!) on Cowley Road is very hazardous - or certainly feels so.
Support	Cycle it every day and regularly feel unsafe. Speeding traffic regularly misjudges speed cycles are travelling whilst pulling around parked cars and turning right across downhill cycle traffic.
Support	Cycle route to work
Support	Cycling infrastructure and provision in Oxford is desperately poor. These cycleways will improve the situation on some routes. Much more needs to be done with far more provision of physically separate cycleways such as the Marston Ferry Rd Cycle path.
Support	Cycling into city, or to work on science park
Support	Cycling is my main mode of transport within Oxford. I use all of the roads proposed for quickways, some more often than others. It is difficult to chose one that feels more urgent, but the Cowley road currently feels dangerous to use.
Support	Cycling on Cowely road is lethal. Cars break the speed limit every couple of minutes, cars park in the cycle lane at all times of day and night.
Support	Cycling on Cowley Road is currently very dangerous and unpleasant
Support	Cycling on Cowley Road is difficult. You have to stop quite a lot with the traffic.
Support	Cycling on Cowley Road is terrifying with drivers showing little or no awareness of cyclists despite their presence in large numbers. Parking is a particular problem as cars stop to park without warning.
Support	Cycling on the Cowley Road is a nightmare. Buses, cars and bicycles jostle for space. Parked cars, delivery vans, overnight 'band buses' for the O2 constantly cause cars to clog up where you can't get two lanes moving, this is horrible for cyclists.
Support	Cycling on this road is difficult due to parked cars. It's also a difficult road to walk, because of parked cars. It's not even pleasant to drive, because of parked cars.
Support	cycling provision from greater leys into oxford city could be better. Oxford Road-Cowley road is a main artery and the road I use most often.
Support	Cycling uphill whilst being cut-up by motorists is stressful and dangerous, plus doing a "hill start" whilst towing a child trailer is very difficult

Support	Cyclists go fast down Morrell Avenue and they need to be safe. If a parked car opens the door without paying attention, a cyclist could be hit. be
Support	Cyclists prefer this route already
Support	Daily commute route
Support	Daily use to go to work and drop kids to nursery. Trafic jam and parked vehicles don't leave enough space so it's unsafe and I even have to go on the pavement sometimes !
Support	Dangerous for cyclists at the moment, although London Road is still the worst
Support	Dangerous for cyclists currently with buses putting cyclists at risk and I use this route the most
Support	Dangerous road to cycle on, but has access to lots of shops/cafes/businesses
Support	Dangerous stretch of road with coaches and busses aswell as delivery vehicles and general traffic. Many vehicles don't notice bikes in this area.
Support	Dangerous, chaotic and intimidating for cyclists. Needs a real change, not tinkering around the edges
Support	Dangerous, very busy
Support	Difficult to cycle down that rd
Support	Difficult uphill stretch with car parking spaces- feel quite vulnerable
Support	Direct access to city centre
Support	Donnington Bridge is currently very hazardous to cycle on due to the sheer volume of traffic and residents who block the cycle lanes.
Support	Donnington Bridge Rd is the way I access the Thames footpath to enable me to then cycle into the City. I can do this with my daughter without going on a single road *apart from* Donnington Bridge Rd. Cars are always parked in cycle lane.
Support	Don't mind if it's cowley or iffley, but I need a safe way to cycle into town. Feels awful at the moment - often legitimately scared.
Support	Due to the nature of the junction very busy at peak times
Support	During busy times, with the weight of bus and taxi traffic, Cowley Road is a VERY dangerous place to cycle. I generally avoid it entirely by using Iffley Road where possible
Support	Easily the worst place to cycle currently
Support	en route to work and back via cowley road
Support	Essential to be able to safely cycle with children into town from Meadow Lane / Jackdaw Lane. Need to be able to link Iffley Road with the Marston cyclepath via Marston Road - high street traffic lights by Magdalen are too dangerous for children cycling.
Support	Even though I do not live in this area, I feel that Cowley Road / Oxford Road is currently a very unsafe road to cycle. This was a reason to not move into this area, and why I moved to Marston, which is comparably quieter.
Support	Extremely busy and perceived unsafe for my children to cycle, hence we drive or walk from Headington.
Support	fast moving traffic and not enough space for cycles
Support	Feels like the most hazardous with cars and vans parked in cycle lane / half on the pavement. Lots of buses and cars. Lots of moving obstacles. Poor road surface.
Support	Feels the busiest and least safe.
Support	Feels the most unsafe at the moment - I avoid cycling there and wouldn't even consider it with my seven year old
Support	Feels unsafe with so much traffic and having to cycle beside parked vehicles. Please ensure any cycleway safe from door opening - must be at least a door width from parked cars.
Support	Feels very unsafe cycling with the amount of buses and traffic, especially coming up to the Plane. Many cars park in existing cycle lanes, meaning you have to pull out into the main lanes of traffic.
Support	Firstly, this is where I cycle daily to work and town. I also think there is an extremely dangerous point for cyclists on the junction of Henley Ave and Between Town rd, that I alerted the council to several times that would be good to fix
Support	For me it's the most important because I actually live on Cowley road. It is the main artery I would and do use to get into the city (walking or on the bus, I don't currently cycle on this road because it's not safe).
Support	For me: I live next to it. Generally: it's an extremely busy road and one of the most important into the center. It's chaotic and dangerous to cycle on for all but the most confident cyclists.

Support	For selfish reasons I've chosen the one which will get me to the station, but they are all crucial.
Support	Frequent destination combined with current road layout not being bike friendly at all. I use Iffley Rd more, but it is wider and less of an issue with close passes and aggressive driving. (Although support the cycle lane here also!)
Support	Frequently congested. A lot of potential users. Currently dangerous for cyclists.
Support	Frequently used and feels unsafe. So much pollution at rush hour, which I have to breathe in more as I am exercising (cycling)
Support	get to work quickly and safely
Support	goes into town
Support	Going uphill Morell Avenue is very scary on a bicycle because the cars are swerving to keep their speed and past parked cars, and cyclists.
Support	Guessing at most overall benefit to others and the environment.
Support	Hard choice between Iffley Road and Cowley Road for me, but either is relevant for me getting into the centre. Iffley Road seems more dangerous to cycle ATM, so I rank it a bit higher.
Support	Hate cycling in that are
Support	Having cycled along Cowley Road a lot if feels the road that most needs improving in safety for cyclists.
Support	Having cycled on this road quite often, I am very aware of the danger of parked car and the lack of clear signage for cycling.
Support	Headington hill should be on the list
Support	Heavy traffic and pedestrian usage makes it very unsafe for cyclists
Support	Henley Ave/Iffley Rd is both part of my commute, and the most direct route into the city centre.
Support	High number of cyclists in this area; complicated roadscape, traffic, and business access. Narrow pavements.
Support	High volumes of cyclists
Support	I always commute to and from central Oxford along Iffley Road so this is the proposed quickway that would be most relevant to me, though I generally support the others too.
Support	I am a resident there and I would love to get a bike to cycle to the train station for my work commute
Support	I am aware of dangers cycling on iffley road
Support	I am concerned for my grandchildren who all cycle
Support	I am resident on Morrell Avenue and cycle daily in both directions up and down it. I also cycle daily along Warneford Avenue with a toddler in a child seat, which sometimes feels unsafe..
Support	I believe that all the parked cars on this road make it unsafe for people cycling.
Support	I call Cowley Rd the 'gauntlet'. The main danger is people suddenly stepping out in front of cyclists in the Manzil Way area and around the zebra crossing area. I have had to emergency stop there several times. Need signs up. People look the wrong way.
Support	I can now cycle my son to Magdalen School. We used to cycle him to New College School but I wouldn't consider him cycling through St Clements to his current school now at age 8 as it is too dangerous.
Support	I can't cycle this route bacuse the cars parked in the lane make it feel far too dangerous. You constantly have to move out into grumpy traffic
Support	I commute along it multiple times daily. Currently cycle path is very often blocked by stopped cars (e.g. unloading), it is in a very bad repair in many places, forcing cyclists onto road. Cars often pass dangerously close too.
Support	I commute from Temple Road (Cowley) to South Parks Road. It's too far for me to walk and the bus is unreliable and slow at peak times because of traffic. I would like to cycle but Cowley Road but don't feel safe.
Support	I consider all these cycle routes extremely important and crucial for the general traffic and cycling safety of the city.
Support	I currently avoid cowley road as it is so dangerous for cyclists, it would be nice to be able to use it again
Support	I currently feel very unsafe cycling along Between Towns Road due to the lack of cycling infrastructure and the heavy traffic.
Support	I cycle along here regularly to work at Cheney school and this stretch is usually congested with parked cars and other hazards. St Clements and Warenfield Road are also hazardous, particularly the latter, where parked cars and a narrow lane are real risks

Support	I cycle along Iffley Road into Oxford city centre, and would like it to be better designed to protect cyclists from motor vehicles.
Support	I cycle along it a lot
Support	I cycle along the Iffley Road twice a day with my two children to go to and from school. There is often a lot of traffic so as to make the route somewhat frightening, cycle lanes are too narrow and often blocked by drivers.
Support	I cycle and walk this route every day and it is ALWAYS made more dangerous by cars parking in the cycle lane (and cyclists riding on the pavement because the road's so dangerous!). Would be faster and safer for everyone if parking was removed here.
Support	I cycle Banbury rd every day to earn my living (ie get to work). My family likes to see me get home alive and in one piece.
Support	I cycle daily on donnington bridge rd every day to access city of oxford rowing club, as do many of my friends. The cycle path on the rd is continuously obstructed by parked cars & so you have to cycle wide, risking car doors & close passes. Many accident
Support	I cycle down Cowley road 4 times a week. This road is notorious for being dangerous to cycle down, there are numerous hazards: multiple parked vehicles (often on double yellows whilst people 'nip into' shops/takeaways), HGVs, speeding, buses etc.
Support	I cycle down Old Road / Warneford Lane / Morrell Avenue / St Clements to get between home and the city. Warneford Lane is very dangerous for cyclists due the narrow road and parked cars that can open doors onto you. The on-road cycle lane is too narrow
Support	I cycle everyday through that path
Support	I cycle from my home. But other places important too me too
Support	I cycle into and around Oxford all over the place so no one route is better than the others.
Support	I cycle into Oxford - although I'm a bit disappointed that the proposals aren't more radical - but maybe the additional project for the Woodstock and Banbury Roads will be.
Support	I cycle it most days and it's currently dangerous with is patchy, non segregated cycle lanes, and on street parking close to traffic islands causing cars and even lorries to squeeze past cyclists far too close, queuing traffic blocking the whole road
Support	I cycle on St Clement's every day, and find it dangerous. I am afraid that a car or bus may hit me, especially when I need to overtake vehicles parked on the road. My 9 year old son also cycles on St Clement's Street on Sundays, and I worry about safety.
Support	I cycle on this ever day to and from work!
Support	I cycle on this road 1 or 2 times a week
Support	I cycle this route every week with my child trailer. Quick ways will make the journey much safer
Support	I cycle this route to and from work every day, the on-street parking makes it impossible to move past cars when the road is grid-locked (every day). The cars make it dangerous to cycle as you have to pull out/in a lot.
Support	I cycle this way most often
Support	I cycle to Woodstock from Rose Hill most days. I use all of Iffley Rd/Henley Av and in my experience the street parking is a massive hazard. I've had countless near misses from people opening doors and pulling out. Removing parking would improve safety!
Support	I cycle to work and I shouldn't have to risk my life everyday just to get to work because others chose to drive.
Support	I cycle to work every day on this route and it is not safe due to vehicle traffic, I also think the Plain roundabout puts a lot of people off cycling.
Support	I cycle to work on Donnington Bridge Road every day. Currently parked cars and switch in cycle lane from one side of road to other makes it slow and dangerous
Support	I cycle to work to the city centre
Support	I don't cycle along this road because I do not feel safe.
Support	I don't often cycle there, but when I do it is very congested and difficult. I'd like to see improvements in Banbury Road, but other parts of Oxford probably demand more urgent action.
Support	I don't often use the route at the moment, but have done much more regularly in the past. The cycle path there gets squeezed, particularly by buses, and it was often one of the most uncomfortable parts of my journey, even as an experienced cyclist.

Support	I don't which of them would have the most impact- surely it's important to do all of them - they aren't alternatives to each other.
Support	I feel at the moment it's dangerous to cycle on the road and would like a safer route into town.
Support	I feel particularly unsafe cycling down this road, compared to the others.
Support	I feel that St Clements is a very busy road. Buses frequently need to pull into bus stops and as a cyclist it can feel quite an intimidating road to cycle on. The combination of parked cars, buses and people driving fast make the road feel dangerous.
Support	I feel this is one of the more dangerous near me, but it's a bit silly asking us to pick 1...
Support	I feel too much traffic goes through this road, and whilst this road is not closest to home, it would make for a nicer street if less cars & busses would drive here. Cowley Rd should be a big pedestrianised area with cycle ways and a small bus
Support	I find it quite dangerous cycling up/down Iffley road and have nearly been hit by opening car doors on a few occasions.
Support	I find it the most dangerous and difficult to cycle down
Support	I find Morrell Ave the most dangerous to cycle of the proposed cycleways. Often oncoming traffic in middle of road, cars overtaking too closely and too many cars parked
Support	I finf Cowley Road too dangerous and congested
Support	I found it the most challenging to fight public transport and all traffic safely every day on my way to work. it is not safe for cyclists. busy traffic and narrow road.
Support	I grew up on Cowley Road and know what a nightmare it is
Support	I had a nearly fatal accident in Iffley Road three weeks ago. I am still shaken and have not been able to use my bike ever since.
Support	I hate cycling past the parked cars with both of my kids on the bike. Feels very unsafe
Support	I have a quiet route alternative for the otherwise important Oxford/Cowley Road route into town (Salegate Lane, Temple Road, park, Barracks Lane, Cowley Rd, Leopold St, St Mary's Rd, James St, Iffley Rd) but rarely use bike for Between Towns as dangerous
Support	I have been knocked off my bike by a car here and hospitalised, even though there is sufficent space
Support	I have chosen that quickway because that is the route I use most often.
Support	I have done a survey of Iffley Road. Parking can easily be moved to side streets without affecting residents parking or short term parking. Parking is dangerous anyway with bikes and cars having to pullout. There is ample capacity on side roads for parkin
Support	I have had a handful of accidents on Cowley Road, and I know many people who will never cycle on it because they do not feel safe. There is currently a lack of space for cyclists, and generally a lack of space given by drivers for bikes.
Support	I have seen many cars knock cyclist of on the Cowley road. It is the most dangerous. I have cycled into tourist as they step backwards onto the bridge for a better photo
Support	I have ticked St Clements because that is the one I use the most. But they are all of equal importance and are all used by many cyclists daily. If made safer, more people would cycle more.
Support	I live here
Support	I live here. Also road is always too busy with parked cars on the cycle lanes
Support	I live near here and the traffic is horrible around rush hour, the air always feels so dirty
Support	I live nearby
Support	I live next to Cowley road and I frequently cycle along it
Support	I live off of this road
Support	I live on Morrell Ave
Support	I live on this street and cars drive in an unsafe manner that makes me feel unsafe riding my bicycle.
Support	I live there and dodging traffic and irregularly parked cars is scary when cycling.
Support	I most frequently cycle along Iffley Road (but would like the proposals to be implemented on as many roads as possible)
Support	I often cycle along it and it feels scary as you have to go around so many parked cars into the steam of traffic . Cowley road is also bad but it is so bad I avoid it!
Support	I often travel this road and drivers of cars dangerously overtake when turning onto the road from

	Abingdon Road (at the traffic lights). They also dangerously overtake around parked cars, even though I am not travelling significantly slower than they are.
Support	I one I use most. It would remove car parking in a narrow road and conflict with bus stops.
Support	I regularly cycle into Oxford along Banbury Road.
Support	I ride here everyday, as do all of my housemates. It's currentky very congested and polluted - one housemate who suffers from asthma struggles and has had a noticeable decline in his condition over the past few months (where the traffic has been terrible)
Support	I run a small business and am working to persuade more of our team onto bicycles and/or public transport. They communte from various directions and I suspect St Clement's intimidates new cyclists most and also delays buses.
Support	I saw a man on a mobility scooter going along the Iffley Road the other day. This is not the sort of society I want to live in - one where vulnerable elderly men are forced to share the road with dangerous cars.
Support	I think it is the most dangerous to cycle on out of all these streets, and I usually avoid it even when thought it's closer to me, because the car drivers behaviour scares me so much
Support	I think it would be excellent to be able to connect from Pear Tree Park and Ride to the train station by dedicated cycle lanes. But all quickways are in fact the most important!
Support	I think it's the busiest most chaotic and probably most dangerous for cyclists
Support	I think it's one of the most unsafe areas to cycle
Support	I think it's the least safe.
Support	I think that area is currently not so easy to cycle through - drivers are less considerate
Support	I think they are all important but I live on Church Cowley Road which is currently very unpleasant for cyclists. A lot of drivers drive to quickly. I have a car which I use two days of the week and which I need to park near to my house.
Support	I think they're all a great idea to make it easier and safer for cyclists and to reduce traffic
Support	I think this is the highest risk and potentially busiest of the proposed routes.
Support	I travel daily on this stretch with 3 children. It's incredibly dangerous and cars regularly pull into the existing cycle lanes oblivious of cyclists. There is often no option but to push bikes on pavements in pa
Support	I use Cowley Road to get to and from work. It is the quickest and most direct route from Cowley to town.
Support	I use Donnington Bridge Road on a daily basis with my son to go to school, and currently the cycle lane is broken repeatedly by parked cars, forcing us to keep rejoining the traffic. Several other quickways are also very important to me.
Support	I use iffley to cycle back from work or go to town. Often in the evenings iffley is grid-lock with traffic making it very dangerous for cyclists due to cars waiting on the cycle lane.
Support	I use it every day and currently it feels dangerous with a mixture of cyclists, cars and larger vehicles all competing to use the space, and lots of cars/vans parked which are obstacles so as a bicycle user I have to constantly pull in and out of traffic.
Support	I use it every day and it is currently extremely dangerous - too congested and high traffic speeds.
Support	I use it every day, and it is not safe. Cars often drive into the cycle lane, especially when there is oncoming traffic. The plane traffic circle before Magdelene bridge is harrowing.
Support	I use it most
Support	I use it most days. I think 20mph speed limit is better for Iffley Road.
Support	I use it most often
Support	I use it most often, and it is dangerous and slow.
Support	I use it most regularly
Support	I use it regularly to get into centre.
Support	I use it several times each week and recognise that many people feel that cycling is not safe there. I feel safe, because of my extensive cycling experience (using Cowley Road since 1984).
Support	I use it the most
Support	I use it the most often: it does already have a protected cycle lane part of the way
Support	I use it to go to work and the cars pass very close to you the whole time.
Support	I use it very regularly and cars drive too fast on this road. Also Morrell Ave I use very regularly, too, and cars drive 40 mph on it. It needs 2 speed cameras each way.I'd cycle on Cowley Rd more if it was safer,

	too, as its hugely dangerous just now.
Support	I use that often to travel to the workplace and back and it is quite terrible. Lot of traffic (and pollution) and when I come back in the evening I have to slalom around cars parked on the street, feeling very unsafe
Support	I use the above mentioned route for my daily commute. Especially parked cars make the commute dangerous and slow
Support	I use the road often and the volume of traffic is a problem
Support	I use this one most days, its a busy road and its dangerous due to parked cars
Support	I use this road a lot, but feel scared cycling through summertown, especially when I'm
Support	I use this road daily for commuting and it is often busy with cars blocking cyclists even though it seems there could be enough space. Cowley road is also a nightmare, but seems less solvable than Iffley road so iffley makes sense as preffered route.
Support	I use this road regularly to get in and out of the city centre despite cycle conditions being appalling at times (too little space, too many rogue drivers).
Support	I use this route a lot, as do many others. For both exercise and access to cowley road shops. The traffic is a nightmare. Currently I do avoid it if possible, I'd happily use this route more if it were safer.
Support	I use this route every day.
Support	I use this route everyday I find it very stressful to be mixed with dangerous and speeding cars
Support	I use this route most frequently and regularly see dangerous and aggressive driving directed towards cyclists
Support	I use this route regularly and currently have to duck in and out of parked cars on Iffley road coming out of town. It is particularly unsafe when there are queues of traffic and no space for cycles,
Support	I use this the most
Support	I used to live in East Oxford and was afraid of cycling on Cowley Road because of the ferocious traffic, many pedestrians, narrow road and very aggressive drivers. Once on Cowley Road, a bus driver bumped into my back tyre and bent it.
Support	I usually cycle from Florence Park to the High Street, i can mostly do this using Meadow Lane and the section of Iffley Road I use already has wider cycle lanes. In fact I'd like to see safer routes to places further afield, such as Kidlington.
Support	I want to be able to cycle with my young son on this road
Support	I will use this most
Support	I work at Cheney School and would like to see a safer cycle lane for staff and students, and prevent poor parking by people by the school which endangers our students.
Support	I work on Iffley road, but can see Cowley is much worse for car clutter. That said I don't but that 'roads are too narrow'' make a big one way system apart from buses and the quick way. If it's hard to traverse, people will change vehicle
Support	I would like to cycle into work, but am currently put off by how busy and seemingly dangerous the Cowley Road is. it doesn't look pleasant for cyclists as I walk along it. N.B. buses (or rather bus drivers) are also a worry.
Support	I would like to cycle to this area more often and to feel safer while doing so
Support	I would think the Cowley Road cycle route could potentially be used by the most residents
Support	I'd use it going into the city from home
Support	I'd use them all but the Cowley Road is where I feel less safe at the moment
Support	If I were to cycle, it would be a route in to work
Support	Iffley Rd has terrible traffic jams and air pollution and these impede cyclists and asphyxiate pedestrians.
Support	Iffley Rd has the most potential to be a convenient, safe and fast way to cycle into town.
Support	Iffley rd is a major route in and out of town, is often congested, fast when not congested, with currently zero protection to cyclists. Segregated lanes for cyclists on one side of the road (like on Donnington bridge) would make access to town safer.
Support	Iffley Rd is currently dangerous with buses not leaving enough space for cycles. Its also dangerous at the Plain with parents dropping children at Magdalen School, they drive up the Iffley Rd and turn left into cyclists. They should go round the roundabo
Support	Iffley road is a death trap for cyclists, cars always parked in cycle lanes, busses trying to overtake you.

	We need a dedicated segregated cycle path along here so that cyclists feel safe
Support	Iffley Road is generally quieter than Cowley/Oxford road and therefore more appealing to cyclists. Although the pavement is significantly wide along half of Cowley Road,
Support	Iffley Road is not safe to cycle on due to parked cars. Cowley Road is slow anyway so less important
Support	Iffley Road is one of the most challenging roads for a cyclist - even an experienced cyclist like myself. Reasons: Many parked cars on both sides; many side streets; much congestion; tricky and threatening junctions at Donnington Bridge and Between Towns
Support	Iffley Road is the most congested of the roads and currently unsafe for cyclists as car drivers do not leave a sufficient gap on the inside for cyclists to move past them. This is a problem when traffic is stationary/slow moving i.e. 8-9am & 4-6pm
Support	Iffley Road is the most direct route for me to get to town, but too dangerous for me to consider using. Cyclists are squeezed between parked cars and the buses and cars trying to get around them
Support	I'm most interested in East Oxford because this is where I live. Cowley Road and Iffley Road are both very important to me but I think that Iffley Road lends itself better to being a quickway - it's wider, has less commercial traffic, fewer pedestrians.
Support	Important for large student community
Support	Important route into town, and the route I currently find the most dangerous due to traffic/ parked cars
Support	in my close local area it's the most crowded with motor traffic
Support	In my experience this route is the most problematic for cycling currently, and the most likely to experience delays (for all transport types)
Support	In the afternoon towards the lights at the junction for Donnington Bridge, traffic backs up sometimes all the way to the sports ground and there is no way for cyclists to get past safely. I've had an accident on that road.
Support	In the summer I can cycle to town via the marston ferry cycle path, but in the winter in regularly floods which means I have to go down Headington Hill and St. Clements. This journey is dangerous as it currently is.
Support	Increase security levels for bicycles
Support	is the closest to me
Support	it already has been my preferred fastest route to the city center where I live but is in need of improvement
Support	It carries a great deal of traffic, and can feel very dangerous when cycling.
Support	It connects headington to the city centre. Cowley and Iffley are equally important as cycling up those roads is quite chaotic. Marston road would also be a great space for expanded cycling infrastructure.
Support	It feels least safe of my usual cycle roads though it's a close call with Cowley Road
Support	It feels like the most dangerous / fastest road to me.
Support	It feels most congested and most dangerous
Support	It feels most dangerous currently to cycle on
Support	It feels the most dangerous. The stretch between Bartlemas Close and Hollow Way is entirely given over to motor vehicles and pedestrians; very wide pavements and often 4 lanes for cars (2 for parking). Cars want to overtake impatiently to do 30mph.
Support	It is a busy road and awkward for cyclists at the moment.
Support	It is a busy street with lots of traffic and not well maintained; I always feel anxious with buses and traffic to cycle down that road
Support	It is a direct route for me towards work
Support	It is a key route but very difficult to negotiate at the moment as a cyclist.
Support	It is a main artery serving a lot of people and is a poor experience for cyclists right now.
Support	It is a narrow road which is heavily used by traffic
Support	It is a route I would like to use to get to work but feel too endangered. Also as a motorist I find driving this stretch is more dangerous due to the large number of cyclists, scooters and mopeds.
Support	It is a street where I almost had a couple of accidents due to busses rushing past and using the cycle lane so I had to jump on the pavement.
Support	It is a very popular route for cyclists but many feel intimidated by current situation. But all routes should be a priority

Support	It is a very unpleasant road to cycle on at the moment with cars speeding the way they do, and the parked cars on Iffley road
Support	It is an arterial commuting route for many cyclists every working day and an access route to leisure activities at the weekend.
Support	It is an essential route for cyclists to both universities, hospitals, schools and is currently unprotected and dangerous and in need of protection to make it safer and more viable.
Support	It is by far the most congested due to shops, many (many!) buses and one of the most (if not most) used access routes from the ring road to town. It is also the most uneven road with irregular road widths that cause dangers for cyclists.
Support	It is closest to where I live.
Support	It is currently a dangerous road on which to cycle, given traffic volumes, poor cycle lanes, and yellow-line infringements. Traffic queues at Donnington Bridge and Plain slow cyclists. It is my main route into work in Oxford.
Support	It is currently congested with cars and feel it's dangerous to cycle on which puts off people including my family
Support	It is currently dangerous slow and difficult for cyclists and puts motorists cyclists and pedestrians in danger's way
Support	it is currently extremely unsafe to cycle on Cowley Rd
Support	It is currently the lost dangerous to cycle on as the cars drive very fast, and there are always cars parked which means cyclists are thrown into the path of the fast traffic.
Support	It is currently the most dangerous one to cycle on
Support	It is currently the most dangerous to cycle down.
Support	It is currently the most unsuitable Road for cycling
Support	It is currently very polluted and dangerous, with lots of parking on the existing mandatory cycle lane, the markings for which are very faded
Support	It is currently very stressful to cycle down cowley road as there is too much traffic, parked cars, and buses, all on narrow lanes. As such, I almost never take this route and use the bus when going to down instead. If cycling were safer, I would cycle!
Support	It is important to me because I live on Iffley Road, so I cycle on that road everyday to get to work in the city centre. It is also a main road, and the current traffic conditions feel unsafe for cyclists.
Support	It is insanely dangerous and you would not let your children cycle on the Cowley Road. The design pushes cyclists into the traffic. Hence, many people are not confident enough to cycle this route at present and it could have a big impact.
Support	It is main part of our nursery / school run
Support	It is most used for students to commute
Support	It is my commute route (as well as leisure), and does not currently have any usable bike infrastructure.
Support	It is my direct access route to central Oxford
Support	It is my main route into town, and is regularly terrifying.
Support	it is my main route to oxford and is often choked with stationary traffic leaving no room for outbound cycles
Support	it is my most direct route into the city centre
Support	It is my primary route into the city, and the most dangerous aspect of my journey.
Support	It is my route to the rowing club.
Support	It is my route to work and I find Iffley a bit scary to cycle at times because cars are parked in the bike path, meaning that you are cycling very close to large trucks
Support	It is my way to work
Support	It is nearby and a wide arterial route. Why not also Woodstock Road? Will you enforce the 20mph speed limit properly?
Support	It is on my commute and currently there is no safe alternative road for the whole route. I feel like I'm going to get hit by a car or bus every time I travel my commute. The cycle lanes are in terrible condition.
Support	it is on the way to work in abingdon
Support	It is one of the main routes I use to get to work
Support	It is one of the most dangerous road to ride as a cyclist, yet very central and inevitable. I don't want to

	ride with children on Cowley.
Support	It is our main route to the city centre and schools.
Support	It is so dangerous at the moment. On my bike, I have to pull out to pass the parked cars. It is especially dangerous outbound, on the stretch around the Bullingdon Road junction, and after the Donnington Bridge Road junction.
Support	It is the longest and closest to my home
Support	It is the most dangerous but most used route
Support	It is the most dangerous road to cycle on
Support	It is the most dangerous road to cycle on with lots of obstructions.
Support	It is the most dangerous to cycle on, with cars regularly crossing into (and often blocking) the existing cycle path. Lots of younger cyclists use this road, or would like to if it was safer. Completion of the Donnington Bridge Road route is important too
Support	It is the most direct route into town
Support	It is the on I would use the most
Support	it is the one I am most likely to use.
Support	It is the one I use most often but which I have to avoid when there are traffic jams.
Support	It is the one I use most regularly and the one my children use to cycle to school.
Support	It is the one I use. Cowley Road should have all vehicular traffic removed from it apart from buses. Introducing quickways will be great, but will only increase traffic on the road making it more difficult for cyclists to use.
Support	it is the one I will use most
Support	It is the one that I live on
Support	It is the one that I use most frequently.
Support	It is the road I use most. However, I support the use of quickways and quiet ways on as many roads a s possible. I support taking away as many car parking spaces as possible. Fewer spaces = fewer people driving.
Support	It is the route for my kids to bike to school and very unsafe at the moment.
Support	It is the route I use every day
Support	It is the route I use most often and of all the roads affected by the proposals, Warneford Lane is consistently the most unpleasant to use.
Support	It is the route I use most often when cycling to and from work.
Support	It is the route that I use most often
Support	It is the street on which, and where I most often feel threatened when riding a bicycle.
Support	It is used by my children
Support	It is very dangerous cycling on cowley road when cars are parked on both sides, buses are trying to pass each other and people are driving too quick
Support	It is very difficult to pick one option - I would use at least 4 of the roads on almost a daily basis if I could cycle safely to and from work (University of Oxford and Headington Campus)
Support	It is where I live
Support	It isn't but had to choose one. The ratio of bikes to motorised traffic is high and the street relatively narrow. More of a through-route for cyclists, maybe...
Support	It links me to Cowley for shopping, and to places where my kids train for football, eg Donnington Rec, Marsh Park.
Support	It never feels particularly safe as it is. Lots of side roads and idiots pulling out right in front of you!
Support	It part of my cycle to work route, which is generally clogged with queuing traffic and very polluted
Support	It provides a viable alternative to cycling through the High Street
Support	It seems the most dangerous--cars always parked in cycle lane, and so many buses--constantly feels unsafe.
Support	It seems to have the most traffic (both bike and motor) and also seems the most dangerous. Car speeds are very high and the on-street parking makes it very dangerous for cyclists.
Support	it takes ages to get through the 2 sets of traffic lights at the bottom of Headington Hill

Support	It will have the greatest impact for the largest number of people. It is an important route with a high catchment area and destination
Support	It would allow us to cycle with our children to school and nursery with greater safety and confidence.
Support	It would be my main route into the city and is the one, because of its commercial frontages, that causes the most problems with people stopping randomly pulling out and so on.
Support	It would be my most direct route to work, but because of parked cars and the narrow streets it's currently too dangerous to cycle
Support	It would be my most used route, if I felt safer cycling. Traffic goes too fast there usually when there is not traffic jam...
Support	It would enable me to get to work more safe way. Going up or actually coming down London road from Headington is very dangerous, especially with that tiny strip next to the wall in the gutter. I would rather go slightly longer way re Morrel Av.
Support	It would enable more children to cycle to Cheney School
Support	it'd be useful with minimal impact to
Support	It's a busy road where buses and cars quickly move from left to right of the lane making it unsafe for cyclists.
Support	It's a busy route traffic going to Headington I don't feel safe at the moment using this road
Support	It's a death trap for cyclists
Support	It's currently dangerous and unpleasant to cycle along here. I want to increase rates of cycling for residents in Cowley and south of the ring road to improve health and reduce health inequalities
Support	It's currently very dangerous due to number and size of buses.
Support	It's my path to work
Support	It's nearest to my home. But I will use most of the proposed routes on a regular basis.
Support	It's often too jammed to cycle safely
Support	It's one of the more dangerous routes due to the different access and exit points for traffic. It's also the main route through Oxford for me.
Support	It's our main artery into the city
Support	It's such a disaster currently trying to cycle along cowley
Support	It's the closest to me and the one I use to go to the JR as an outpatient.
Support	It's the main route into the city centre for work and let's me move out of town when cycling in the countryside
Support	It's the most dangerous arterial road
Support	It's the one closest to my house.
Support	It's the one I use the most
Support	It's the road I use for the school run, and at peak times it's a nightmare
Support	It's the route I most commonly use
Support	It's the route I use most often and the road the I feel least safe on.
Support	It's the worst road to cycle down. Iffley much easier currently.
Support	It's the worst road to cycle on and probably has the highest number of pedestrian and cyclists being hit by drivers in vehicles
Support	It's usually the busiest
Support	It's very busy.
Support	It's very difficult with so many busses, parked cars and the very narrow part near The Plain roundabout
Support	It's where I live
Support	It's. Major transit route and feels very unsafe at the moment. Although Botley road is the worst
Support	it's a very busy route and a hub for many onward journeys into the city and around
Support	It's a a busy and dangerous road to cycle on and personally for me is my route into work if the Marston cycle path is flooded
Support	It's a cycle commuter route, and very unsafe in the mornings, with traffic queueing to get on the Plain Roundabout, and people opening car doors.

Support	It's a key route into the city for many cyclists, and a focal point for shopping / eating etc
Support	It's a large road, so there would be enough space. Cars and lorries transit regularly and very fast, if one happened to just deviate a second by accident it could easily kill a cyclist. It's just not safe to cycle there at the moment.
Support	It's a main route into Oxford and also where I live! I don't currently cycle because I'm not confident enough to in the city. If it felt safer to cycle I would as it would mean I could get places faster while being eco-friendly.
Support	it's a major route for us getting into oxford from headington and i think the amount of cars and buses put many people off cycling into town
Support	It's a nightmare to cycle on Cowley Road
Support	It's a very busy road with very heavy use by cyclists and motor vehicles. Although the traffic isn't usually fast, it poses significant dangers to cyclists (and pedestrians)
Support	It's a very busy road.
Support	It's always very trafficy. But this said, so are all the others post lockdown and the most important thing it to try to encourage people NOT to drive within Oxford.
Support	It's an obvious major thoroughfare: not many people need to start and stop on it, unlike Cowley Rd.
Support	It's closest to me, and the part of my commute that feels least safe
Support	It's closest to my residence and the one I will interface with most often
Support	It's currently a mess - I never cycle there but do drive there once a week and it is appallingly dangerous for cyclists
Support	it's currently dangerous and very slow on a bike.
Support	It's currently very chaotic to cycle here, and as driver too cyclists can do odd things because it's so unclear.
Support	It's currently very dangerous.
Support	It's dangerous currently with all the buses stopping and cars overtaking. V v smelly and polluted. Terrible road surface which makes it necessary for cyclists to swerve to avoid bumps.
Support	It's just what I'd use the most
Support	It's most convenient, but for some reason traffic tends to be far more obnoxious on that route. Anything to calm the traffic / make it safer to cycle would be good.
Support	It's my commute route.
Support	It's my daily commute to the city centre and it's sometimes very annoying and dangerous to have to cycle around parked cars on the street
Support	It's my main cycle route into the town
Support	It's my main cycling commuting route and is often blocked by on street parking so I have to get off and walk at busy times. If traffic is stationary there is often no space to pass on the left and many of the junctions feel dangerous.
Support	It's my main route into city centre
Support	It's my main route into the city centre
Support	It's my most common route out of Oxford
Support	It's my nearest route into town. I haven't cycled on it for at least two years because of the traffic speed.
Support	It's my route to work
Support	It's my route to work, but I'm too scared to cycle it because the cycle route is too narrow.
Support	It's my usual route into Oxford centre on bike
Support	It's not the most important to but it is the most dangerous, most used and therefore needs help the most.
Support	Its on my commute but to be honest all main routes into the city are shocking for cyclists, a good start would be to fix the road surfaces.
Support	Its one I use often, and its often congested - I use smaller, slower back roads to avoid it. I could get into the city centre more easily if it was less scary/clearer for cycling
Support	It's one I would use
Support	It's pretty dangerous to cycle in this street.
Support	It's really dangerous to ride the bike in Cowley.

Support	It's so well used by cyclists and there constant near misses and accidents. It's terrifying as a cyclist from all the close passes and aggressive drivers
Support	It's the busiest and narrowest of the roads proposed, so currently the most dangerous to cycle
Support	It's the busiest near us and the junction between it and Larkrise is complex and has very poor air quality.
Support	It's the closest route to my home and the one I use most often
Support	It's the closest to my home and currently has very poor provision for cyclists
Support	It's the closest to my house and the most direct route for most of my cycling trips
Support	It's the closest to my house, and subsequently the one I use most frequently. It's treated as a 'main' road through Oxford, with high levels of traffic and very dangerous parking. The proposed plan addresses this well.
Support	It's the hardest one to make progress on
Support	It's the main Oxford city north/south bike route
Support	It's the main route into town from Rose Hill, Iffley and much of East Oxford. It's not as commercial as Cowley Road, so a better quick route in. I'd never go to Cowley Road to get to town because it's so much busier and more complex.
Support	It's the main way to get into East Oxford
Support	It's the most dangerous part of my daily commute
Support	It's the most direct route for me to town
Support	It's the one I use everyday!
Support	It's the one I use most
Support	It's the one I use most days but equally with Church Cowley Rd
Support	It's the one I use most often, and the current experience of cycling on Morrell Avenue is very unpleasant, because of traffic speeds and the impact of on-street parking on the cycling line
Support	It's the one I use most regularly. But THEY ARE ALL IMPORTANT. Don't put these false choices into your surveys. I want all of the quickways to exist.
Support	It's the one I use the most, and it leads to important places, particularly Oxford Brooks, Cheney School, and the Old Road Campus of Oxford University, where world saving vaccines are invented.
Support	It's the one I use to get to work ...!
Support	Its the one I will use most
Support	It's the one I'd use to cycle to work or to town.
Support	It's the one I'm most likely to use. Road carries fairly heavy traffic and can be off-putting to non-confidentcyclists who are not confident. Damage to the bus lane caused by the buses braking and accellerating impacts cyclists and needs addressing
Support	It's the one that I will use the most
Support	It's the one where there is the least availability of a sensible alternative options, though Cowley Road or Iffley Road (or both) west of the LTN area are both important too.
Support	It's the one which I will use every day.
Support	It's the one which I would use most often.
Support	It's the one which I'm most likely to use to get to Florence Park and BBL leisure centre
Support	It's the only on en route from where I live to the city centre.
Support	It's the only radial that doesn't already have at least some cycle facilities and the speed of traffic and the pedestrian islands make it feel dangerous.
Support	It's the only route on this list that I know well. Others are possibly more difficult and dangerous but I rarely use them so don't feel I can comment effectively.
Support	It's the only way to get to town from headington without cycling down london road which is very dangerous as there are lampposts in the middle of the cycle lanes
Support	It's the road I live on and therefore cycle the most often
Support	It's the road where I currently feel least safe as a cyclist - because drivers drive much too close to bikes and car doors are often opened into the path of cyclists, and because congestion means it feels very polluted
Support	It's the rout I use most often, and when traffic is heavy (often), the parked cars make it difficult to head

	east along the road. Cyclist have to either wait in traffic, or irresponsibly mount the curb.
Support	It's the route I am most likely to cycle along. It is also terrible for cycling along die to the parked cars and is a hotspot for accidents.
Support	It's the route I use most often (though Iffley Rd a close second)
Support	It's the route I use most often and it's currently dangerous with cars and dodgy unsegregated cycle lane
Support	it's the route that's currently the most difficult/dangerous
Support	It's the street I take everyday by bike and since it's on the London road + Brookes university, the traffic is terrible.
Support	It's very congested and dangerous to cycle down Cowley Road, but is a main artery into the centre
Support	It's where I live
Support	It's where I see the highest difference between cycle speed and vehicle speed. It's very unsafe in general. Also, St Clements wasn't and option.
Support	It's where I work. But I would say Morrell Avenue is particularly hazardous when cycling - and it is a necessary route, given the gradient of Headington Hill.
Support	I've been knocked off my bike here the most and have seen the most cycle accidents. It's also the busier section and has the poorest cycle provision.
Support	I've lived here 30 years, come from Denmark, my goodness I've waited 30 years for proper safe cycle lanes
Support	key potential commuting route form E Oxford and beyond
Support	Key route for my commute & visiting/dropping off children. Also the one that is most alarming to cycle iwth children, as the road is busy, there are usually parked cars, and an off-road route has been provided for half the route, (transition difficult).
Support	Key route into town from Headington
Support	Large road room for proper infrastructure
Support	Large student population with presumable the greatest number of cyclists
Support	Least safe
Support	Likely to be the one I use most
Support	Living on the Iffley Road I walk and cycle daily and am acutely aware of the pollution caused by stationary traffic every morning and every afternoon. This is also really dangerous when cycling, squeezing between parked cars and traffic. Safety and health
Support	local resident, as are members of my family (the latter cycle)
Support	Longest stretch of road on my commute
Support	Lots of cycle traffic. bad for cycles.
Support	Lots of parked cars on the street
Support	Lot's of people that I know had bike accidents onthat road,. It is dangerous.
Support	Lots of traffic and at high speed, no cycle lane in some areas, cars coming in and out of street parking, narrow lanes, lots of buses. Very unsafe overall.
Support	Main arterial route into the centre of Oxford
Support	Main Highway into town from the north. Lots of bottlenecks.
Support	Main road into Oxford, so needs good cycle provision
Support	Main road it’s really dangerous for cyclists
Support	Main route between the Plain and my street, poor outbound cycle lane provision
Support	Main route for many many people and also the most dangerous currently
Support	Main route for me into town for work and recreation.
Support	Main route from here into town
Support	Main route into town
Support	main route into town for me and completely unsafe at the moment. I'd rather walk than risk my life on a bike (though I have done in the past)
Support	Main route to Oxford and the road is in a bad state at the moment.
Support	Main route to work

Support	Main route to work and town and most dangerous currently
Support	Main route to work daily
Support	Main thoroughfare connecting two of Oxfords busiest hubs
Support	Main through route for cyclists with dangerous speed motorized vehicles
Support	Major part of daily commute
Support	Major route for people movement
Support	major route into city
Support	Major transport artery with NO safe cycling option. Must change.
Support	Many cyclists currently feel that Cowley Road is not safe.
Support	Many pinch points & areas where traffic and bikes get squeezed together. Also in busy areas people at risk of stepping into cycle lanes (different colour lanes will help). But ALL the proposed cycleways will be important & appreciated by cyclists! Thanks!
Support	More dangerous than Iffley Road imo
Support	Morrell Avenue & Warneford Lane are the scariest bit of my commute to work (Churchill Hospital). I cannot stress enough how frightening it is every day to have speeding cars roar so close as I try to get up and down the hill safely. Sometimes I give up.
Support	Morrell Avenue is an unsafe road to cycle. The road surface is very rough and car drivers often pull onto Morrell Avenue without appreciating how fast you are cycling downhill. The air quality is also terrible. Parked cars often make the road too narrow
Support	Morrell avenue is potentially going to have a lot more traffic post the implementation of the LTNs in East Oxford. Motor traffic already pushes cyclists to weave in and out of the between parked car spaces, stopping cyclists from progressing uphill.
Support	most bicycoes want to use
Support	Most busy and difficult to navigate as a cyclist
Support	most commonly used
Support	Most congested and dangerous current route for cyclists. Changing the priority so that it is a principal cycle route will transform journeys.
Support	Most congested, feels the most dangerous as a cyclist
Support	Most congested, polluted and dangerous for cycling
Support	Most congested/polluted/dangerous
Support	Most dangerous
Support	Most dangerous
Support	Most dangerous and congested stretch of road (and narrow with lots of buses)
Support	most dangerous road
Support	Most dangerous road
Support	Most dangerous road for cyclists, and key artery
Support	Most dangerous route and most difficult to avoid
Support	Most dangerous route at present
Support	Most direct route to town ften congestion on approach to donnington junction with no cycle priority up to or through junction
Support	Most direct route to work and has a really dangerous cycle lane currently
Support	Most frequent usage and proximity to me, and Cowley Road from Howard Street to The Plain is a dangerous stretch of road due to parked vehicles and poor driving
Support	Most frequent use, currently dangerous for cyclists
Support	most frequently used
Support	Most hazardous and congested route into city centre.
Support	Most heavily trafficked with very narrow / no bike lanes.
Support	Most in need of better cycling provision
Support	Most likely route to city centre, Cowley Road/Oxford Road being too narrow and busy

Support	Most likely to use
Support	Most local to me, and intensively used throughout the week by a variety of road users
Support	Most often used quickway
Support	Most regular route
Support	Most relevant to my daily travel and especially that of my children. Banbury road is too dangerous for children to cycle
Support	Most used and most cramped
Support	most used Street
Support	Much used and not very safe for cyclists
Support	My 11-year-old daughter and some of her friends now attend The Swan School. They currently travel by bus along Marston Road from St Clements. We want them to rise their bikes but the early stretch of Marston Road is not safe enough for them.
Support	My bike to/from work involves Warneford Lane, which I consider unsafe for bikes at present
Support	My children and I cycle to school along part of Iffley Road daily. We desperately need it to be made safe for cycling!
Support	My children are at Cherwell School. I don't let them cycle there because I think the roads are not safe.
Support	My children need to be able to cycle to and from school safely along Cowley Road, but south of Manzil Way it is simply too dangerous to mix with 30 mph traffic.
Support	My children use it every day. So do I.
Support	My commute, busy road
Support	My cycle route to work. People drive fast. It's unsafe for cyclists.
Support	My dad lives just off of iffley road, and it is often very dangerous to cycle down the road to get to him, leading to my brother and I having to take a complicated and sometimes longer route (depending on traffic)
Support	My daily commute passes along this stretch of road.
Support	My direct route to town
Support	My husband uses Cowley Road/Oxford Road to get to work, making this route safer is incredibly important to us.
Support	My most used route for work, leisure and going into the city centre
Support	My neighbourhood plus hospitals access
Support	My route to work
Support	My wife's route to work
Support	Narrow busy road - dangerous for cyclists also central to connect east Oxford
Support	Narrow road, high volume traffic, many buses, vehicles frequently changing lanes, lots of delivery mopeds pulling in/out.
Support	Narrow street and often congested
Support	Narrowest busy road
Support	NARRROW ROUTE SECTION WITH SOME DIFFICULT JUNTIONS. HIGH VOLUME OF TRAFFIC.
Support	navigating Cowley road via bicycle is the most dangerous part of my journey
Support	Near my house
Support	nearest
Support	Nearest and most used
Support	Nearest route into town Center
Support	Nearest to me and it's a horrible bike ride. We need segregated cycle ways - then people will try cycling
Support	Nearest to me, looks to be the most congested for motorised traffic, and the most dangerous for cyclists
Support	Nearest to me, use most often and most dangerous for cyclists
Support	Need to cycle from Botley to oxford brookes but currently feel to unsafe to do so.
Support	Never feel safe cycling on the Cowley or Iffley roads regardless of time of day - roads feel too narrow and traffic is generally high

Support	No alternative route between S and E Ox other than through town or ring road
Support	No clear cycle path down Cowley road-- very dangerous with buses and at night cars drive quite fast. When busy, cyclists weave in and out of cars
Support	No just me. Cowley and East Oxford is among the most deprived neighbourhoods in Oxford but has the worst connectivity and access to the city centre and travel hubs. It's currently slow and unsafe to travel between cowley and the city centre.
Support	no other quieter way through and this road feels dangerous, as does Between Towns Rd but you could take campbell rd instead
Support	No route is more important than the others. The important thing is to create a network of high-quality safe cycling routes that join up to each other.
Support	Not safe at the moment; is essential for access to city centre
Support	Of all the routes, this one feels most dangerous for bikes.
Support	Of the proposed routes in my area, the Cowley Rd route is the worst to cycle on at present and which most needs improvement (whether from a Quickway or other proposals)
Support	Often when cycling on Cowley/Oxford Road I have almost been hit multiple times. The cycle lane becomes very narrow and particularly at the top end of Cowley Road (by the roundabout), cars are pulling out from every street and are not looking at cyclists
Support	On street parking on cycle lanes means you constantly need to merge into traffic. The same is the case on Iffley road as well (where I live) but the St Clements is busier and feels narrower
Support	On this road I most regularly have to negotiate conflict situations with motorised traffic; I would say Cowley road is important too, but this area is mainly dangerous because of reckless drivers, whereas on DBR, it is entirely due to road layout.
Support	One I use the most
Support	One I use the most
Support	One I'm most likely to use. Am disappointed Abingdon Road is not included.
Support	One of the main road and really dangerous for cyclists (potholes, manhole covers, narrow space or no dedicated space for cyclists, etc)
Support	One of the main routes to Oxford city, less safe as a cyclist (so many cars) & unpleasant to walk. It would help reduce air & noise pollution making it pleasanter to visit eg cafes &outside seats. More footfall helps businesses.
Support	Only because I can’t choose more than one
Support	Our drive backs onto Cowley Rd so it provides easiest access when cycling into Oxford.
Support	Our office is on Cowley road and so staff cycle to and from but are often intimidated by current traffic on Cowley road
Support	Oxford/Cowley road is an incredibly dangerous and unpleasant cycle. It badly needs improvement. I couldn't let my kids cycle it currently.
Support	Parks Road is an important and heavily used route for and motorists use it as a 'through route'
Support	Pedestrianising cowley is of higher importantly to the livability of the city than pedestriaising iffley. But I live on iffley road so the sooner that calms down the better!
Support	People just drive unsafely there
Support	Personally it’s the route I’d use most. I also thinks there cowley road is extremely hazardous for cyclists.
Support	Personally the one on Banbury road is most important to me. But as someone who cycles a lot around Oxford, the one on Cowley Road is most urgent. That is currently really dangerous for cyclists
Support	Plenty of room to create one. Safety at moment not good for cyclists.
Support	Poor existing infrastructure, fast road
Support	Primarily the route I would take into the city centre, gives some flexibility to use Abingdon Rd/tow path if needed too.
Support	Properties there have driveways, no need for Street parking, cars drive dangerously down the hill.
Support	provides a cross city route for bicycles, but needs more than a small segment, integration and ambition required, however Paint is no protection segregation is the real answer, what is proposed is woeful and will create ambiguity
Support	Proximity to town centre
Support	Quite congested street with lots of traffic.

Support	Really hard question. All important for different reasons - though some like Parks Road are already very quiet from motor vehicles and are good for cycling. I've chosen Crowley road as the current mix of cars and buses make it the most cycle unfriendly
Support	Reduced motor traffic and pollution on Cowley Road would be beneficial for diverse reasons, not just for cycling.
Support	regular use, and feels problematic for bike use
Support	Regularly cycle down Cowley Road, it's very frustrating being held up by car traffic
Support	Regularly cycle this way but too nervous to let my children ride on the road. It's also busy and be good to reduce traffic
Support	Regularly cycling into Oxford city centre. Currently dangerous with lack of Segregation. Woodstock road cycle lanes are even more dangerous.
Support	Regularly travel (5+ days a week) in from Iffley to centre via Iffley Rd
Support	Right now the most dangerous
Support	Route into the city from home, and part of route to work. Donnington Bridge would be a close second
Support	Route to/from work.
Support	Route with best access to family, friends, city centre, and potential link to Donnington Bridge
Support	Routinely use this as part of my commute.
Support	Safe way tl cycle into town.
Support	Safety
Support	Safety
Support	safety
Support	Safety
Support	Safety
Support	Safety
Support	Safety - Cowley Road is dangerous at the moment to cycle on.
Support	Safety for my children cycling between home and school, and for ourselves. I cycle to the station most days for work.
Support	Safety It's a fast section of road
Support	Scared to cycle it
Support	School children
Support	school cycle route for children
Support	School run: home to school route - no suitable route for young children to cycle from Marston Street to Larkrise Primary
Support	Seems to be most congested with traffic around rush hours
Support	Selfishly because I regularly cycle along this route and there are often parked cars/delivery vans which block the way
Support	Selfishly I would like to say Morrell Ave, because I live there and I would love for the speed limit to be more strictly imposed and traffic to reduce. But as a cyclist my worst experiences with pollution and dangerous driving have been on the Cowley Rd.
Support	Should be closed to through traffic using a modal filter. I am harassed daily on this road by speeding single occupancy cars using Oxford city as through route
Support	So easy to make it so much better and a useful route in many ways.
Support	So that children can cycle to school safely via this road.
Support	So useful to get out to the cycle ring road, for leisure
Support	Some of the driving on the Cowley Road is nuts
Support	St Clements is a nightmare to cycle through, buses, cars etc
Support	St Clements is actually not too bad for cyclists at the moment with the cycle tracks that exist. Generally I think there is a problem with broadening cycle lanes and making car lanes smaller/removing the central line as this probably clogs up traffic more
Support	St Clements is really dangerous and difficult for cyclists at present: several bus stops and numerous

	vehicles parked on double yellow lines forcing cyclists out of the cycle lanes. Also a very poor surface in the cycle lane heading to Headington.
Support	St Clement's is very highly used by cycles, but very tricky due to parked cars, traffic jams, buses etc.
Support	St Clement's Street is one of the worst for parked cars, overtaking vehicles and conflict with often-aggressive motorists.
Support	St Clement's street is really how East Oxford connects to city centre, and it is currently only suitable for very experienced cyclists - I would not cycle there with my child on her bike.
Support	tackling social and health inequality by increasing cycle rates in areas of high deprivation. That and the climate crisis
Support	Terrible gridlock of motorised traffic on Iffley Road. I notice people on bikes cycling on the pavement. There must be space on the road for cyclists.
Support	That is my route into the center of Oxford. When cycling to the river with my 4 year old we cycle down Fairacres, avoiding Donnington Bridge Rd. Avoiding Iffley Rd is harder.
Support	That is the route I use everyday, hence I am acutely aware of how dangerous it can be to weave in and out of the cycle lane as parked cars block it.
Support	That road is dangerous as it is!
Support	That's my route to town
Support	That's the one I use most
Support	The boat club is just off Donnington Bridge Road
Support	The build up of traffic along the road as well as dangerous driving can make cycling unsafe. I have been involved in several accidents and have seen others occur along that stretch which can be off-putting for cycling to/from destinations.
Support	The Cowley Road is dangerous and difficult for cyclists now. Very bad potholes (also on High St after Magdelen Bridge), constant illegal parking (e.g Musicians' buses outside O2, local shops delivery vans)
Support	The Cowley road is often chaotic with cars, buses, cyclists and pedestrians all moving around in different directions. Because the width of the road changes, there are pinch points where buses and cars pull right into the road edge often coming very cycl.
Support	The current cycle lane, alongside the parked cars, in the 'door zone' is dangerous.
Support	The current cycles lanes are indequate. The paint has worn away due to cars ignoring them and driving in the cycle lanes, frequently forcing cyclists to go up on the pavement. I cycle my children to school every day and the current situation is unsafe.
Support	The cycle line towards Iffley is a danger to live. The lane is almost non-existent and constantly interrupted by car parking. Bikes have to drive on pavement or in the middle of the road. It seems designed to discourage or harm young cyclists.
Support	The cycle provision at the moment on donnington bridge is completely non functional and really dangerous for cyclists. The cycle lane is currently a carpark and the road layout makes no sense. there is no viable alternative to cross from east to south ox
Support	The Iffley Road quickway is most important to me as I use it to commute every day. We need more cycle lanes and, crucially, segregated cycle lanes. These plans do not go far enough.
Support	The levels of pollution on the Cowley rd are not acceptable for a road that is surrounded on all sides by residential areas
Support	The main route for me to go almost anywhere I want to go, also currently where I feel the least safe and face the most interruptions of travel with cars pulling out of carparks and the generally high level of motorised traffic
Support	The main route home from centre of town
Support	The Marston cycle paths are well used and established but could be far better with some maintenance that connects them more thoroughly with the city.
Support	The most difficult, busy and dangerous road to cycle.
Support	The most heavily used bike route, with the most demand, and arguably the worst current state for cycling.
Support	The one I use the most
Support	The one I use the most
Support	The on-road cycle lanes in Warneford Lane are dangerous - potentially fatally so: they are in the car door opening zone, so cyclists should avoid using them to be safe from that hazard, yet car drivers often

	object if cyclists take a different position.
Support	The option I wanted to choose isn't there. I actually wanted to choose Morell Avenue/Warneford lane. However my understanding is that Sam Clements is an extremely dangerous junction for cyclists so something needs to change.
Support	The out of town stretch of the Iffley Road feels dangerous because of the speed of traffic and the volume of parked cars.
Support	The parked cars mean cyclists have to wait in the traffic, usually standing directly behind someone's exhaust pipe. It also adds to congestion as cyclists try to nip in and out of near-stationary traffic, and can be dangerous because of this.
Support	The presence of parked cars on street and constant flow of traffic on these routes mean that I often feel unsafe .
Support	The presence of parked cars removes any benefit of the cycle lane West-bound
Support	The road has intermittent cycle lanes and cyclists are regularly forced to move into traffic to avoid parked cars. This just makes cycling dangerous, slow and discourages users. Also many cycle lanes are in the drainage drop off which is sloped and bumpy.
Support	The road I cycle on most
Support	The road is very busy with buses which impede or are impeded by cycles. It is separating them is a priority
Support	The roads are supper narrow with cats often parking on the side and with frequent bus lines. It is super scary and dangerous to cycle on this road. Cars often push you off the road or you hold up the traffic. No space for takeover. Links to business park
Support	The route I use most
Support	The route I use most and also because Cowley Road has been improved for cycles whilst I feel Iffley Rd can be substantially improved, regards safety
Support	The route is currently very crowded with parked cars and buses. It is difficult to navigate safely even at quieter times of day.
Support	The route via East Avenue and then up Morrell Avenue and Warneford lane are my main route to access my child's nursery. I travel there by cargo bike on this route twice daily with one or more of my children in my bike.
Support	The side of the road in St Clements where the cycle route is supposed to be is currently very unsafe. The ground is very uneven and pushes me into traffic in order to not constantly bump or fall into holes. It needs to be redone badly.
Support	The street is a fume filled canyon at busy times - my kids find it scary to cycle there, it smells, and makes it unappealing to go to local restaurants, shops and cafes.
Support	The streets are too narrow, particularly with buses. There are too many drivers who drive in the cycle lanes and with no opportunity to wait at lights in front of them, it is particularly dangerous.
Support	The traffic along the city-center end of Cowley road is awful
Support	The traffic on cowley Road is very dangerous to bicycles and the journey into town can take 3x as long when busy
Support	The traffic on Iffley Road is far too busy and cycling is dangerous. Often, when traffic builds up it is impossible to cycle through iffley road safely and you often get pushed onto pavements or between parked cars.
Support	The Warneford markings breach the national cycle standard and cause car drivers to force close passes and behave aggressively to cyclists who take the lane and cycle in primary position.
Support	There are many parked cars which makes it unsafe for cyclists (but this is true on all the other roads as well...!)
Support	There are often many cars and bikes on this road. Bikes are forced to weave in and out of traffic to avoid bus stops and parked cars, which is dangerous and probably slows down traffic.
Support	There are several parked cars along this road which make it more dangerous for cyclists sharing the road with cars
Support	There is currently no continuous cycle route heading south all the way to Donnington Bridge Road. This means I have to weave in and out of traffic when returning from work.
Support	There is currently no safe cycle route from the city centre to East Oxford, where I imagine at least half of Oxford's population lives. My family and I have always avoided living in East Oxford, as massive cost to us, purely for this reason.

Support	There is desperate need of a safe cycle route between headington and the city centre,and measures to make old road (existing cycle path goes on+off pavement), warneford Lane (car door zone) and Morrell Ave (street pkg) safer would be welcomed
Support	There is minimal protection for bicycles on this area
Support	These are the roads I cycle through every day for work/study.
Support	these routes carry high volumes of cycle traffic and are very dangerous for cyclists.
Support	They are all important really, but Parks Road is especially dangerous right now as the cycle lane stop before the Natural History Museum and you have to move back onto the main road. It's a place where I have very often had cars brush past me
Support	They are all important, but that is the one I will use most often.
Support	They are all important. It is unfair to choose one.
Support	They're all important but need infrastructure in place, painting pictures is simply not acceptable!
Support	They're all important
Support	This can be a really risky route - lots going on in what should be a safe wide road. Too many cars turning, trying to overtake bicycles (which are going quickly downhill), a lot of traffic and hardly any road markings.
Support	This feels like the least safe of the proposed routes - I.e. the one to benefit the most, especially as westgate traffic causes congestion
Support	This is a dangerous road for cyclists as it is narrow and busy
Support	This is a key weak point in linking east Oxford to the Marston Road which then already has good links to city center, Summertown and Headington. Close proximity of cyclists and cars with potential for accidents and and families have to ride on pavement.
Support	This is a lethal area that I cycle along quite often
Support	This is a main route into town and it is very dangerous for cycling.
Support	This is a major busy route and despite the traffic calming there are still conflicts between cyclists and vehicles parking
Support	This is a major route into town from East Oxford, but the cycle lanes are not fit for purpose - the outbound route is usually filled with cars and the cycle lane abruptly ends. It is unsafe
Support	This is a road I cycle often and feel most at risk of an accident on
Support	This is a very narrow road which often makes cycling quite tricky, at least in the direction of town
Support	This is an important route with high usage by cyclists but inadequate infrastructure.
Support	This is currently the most difficult of the routes I cycle
Support	This is my commute and route into town.
Support	This is my commute to work by bike daily - it is busy and stressful. Church Cowley Road is also very close to where I live but people don't obey the existing double yellow lines so I'm skeptical the changes will make much difference.
Support	This is my daily commute. There is enough space on iffley road to segregate all the way.
Support	This is my key route to get to the local shops, nightlife, into town and it is part of my commute.
Support	This is my main route in to Oxford, the one I use most often,
Support	This is my most frequently used route
Support	This is my route to work and I would feel much safer if it was improved for bikes
Support	This is my route to work and where vehicles often overtake too closely and drive too fast. The Plain roundabout, Magdalen Bridge and the High street are also dangerous for cyclists and pedestrians. They need to be made much safer too.
Support	This is my route to work/town and feels very unsafe currently, particularly St Clement's roundabout
Support	This is my street. It is extremely dangerous for cyclists - motorcyclists and drivers speed constantly. I cycle multiple times every day. With my children. If the speed limit is not more forecfully imposed, this quickway will just promote more speeding.
Support	This is my way into work and busiest section. I cycle to work.
Support	This is nearest to where we live.
Support	This is not the most important to me as I don't often use the route. However when I have cycled there at

	busy times it's been dreadful.
Support	This is on my daily commute and would make a very big difference. Currently the parked cars mean you have to swerve in and out of the centre of the road which is unsafe, and there is just not enough space for buses/ambulances etc.
Support	This is one of busiest streets and is narrow with buses, cars and other road vehicles using it. there is significant pollution especially at "rush hour" when traffic is moving slowly.
Support	This is one of the ones I use the most often and feels the most dangerous to use currently as cyclists do not have space and are squeezed by buses regularly.
Support	This is part of my cycle commute to work and is very dangerous.
Support	This is part of my route to work at the Warneford Hospital. Buses and cars and e scooters make cycling very hazardous both ways. A guarded cycle route is needed.
Support	This is probably the busiest of all the routes in terms of cars and bikes currently using it. I am an experienced and competent cyclist but I feel very vulnerable cycling down Cowley Road. I would like my 6yo daughter to be able to cycle there too.
Support	This is such a crucial 'funnel' or common path for traffic including cyclists accessing the Science area, museums and some colleges or traversing Oxford to/from North to East or to from West to East.
Support	This is such a thoroughfare connecting Cowley with the rest of the town. At the moment Cowley road is nearly uncycleable. The benefits to local residents and local businesses would be huge. I generally avoid Cowley road due to the traffic.
Support	This is the easiest to get in out of town quickly and safely. It can bypass Cowley road
Support	This is the fasted way into town for me
Support	This is the least cycle-friendly route on your list, and a major arterial route for cyclists. Most or all of the proposed quickways are important, though.
Support	This is the least pleasant part of any journey to the centre of town at the moment
Support	This is the longest section that I ride down
Support	This is the main trunk route that I use to cycle to work and into central Oxford.
Support	This is the most common route I take when getting into the centre of Oxford or visiting loved ones
Support	This is the most direct route between my house and work, but parked cars in Iffley Rd prevent cyclists moving past the stationary traffic in the evening peak hour out of Oxford.
Support	This is the most hazaradous road that I cycle along; introducing a quickway will make cycle travel safer and faster
Support	This is the most important because it will create a route from the ring road cycle route to town, the cowley road one could be as important but drops out so isn't as complete.
Support	This is the one I currently use most often
Support	This is the one I use every day
Support	This is the one I use most often. The lack of cycle lane at the Gipsy lane junction makes it feel unsafe, cars often close pass to get to the junction first. The cars parked on Warneford and Morrell are also unsafe.
Support	This is the one I will be using the most to get to work - and it is also difficult to cycle along
Support	This is the one mainly used to travel to work and school.
Support	This is the one where I struggle more as a cyclist
Support	This is the road I feel least safe on
Support	This is the road I feel most concerned for cyclists' safety
Support	This is the road I use most often but I also think it's very important in the Cowley Road which is most congested and where some drivers drive especially dangerously
Support	This is the road I use most often, but is also the most dangerous and slowest for cyclists.
Support	This is the route between my home and work, and main route to business for clients too
Support	This is the route I cycle along most frequently, and it often feels unsafe
Support	This is the route I use frequently, and once I return to the office it is the cycle route I use every day from home to work. I also use the services, eg Boots, supermarkets, dry cleaners, etc., along the Cowley Road
Support	This is the route I use the most
Support	This is the route I would most often use

Support	This is the stretch I use the most, which has normal progress restricted by parked cars and is often blocked by queuing vehicles at busy times
Support	This is the way I cycle when I cycle into Oxford.
Support	This one is very dangerous because cars really speed on the Iffley road
Support	This road always has cars parked in the cycle lane and cars going quickly on it, in addition to pot holes and drains. It always feels unsafe to cycle on. And it is wide enough for there to be space to do the scheme without major impact to other road users
Support	This road has so many parked cars that cyclists are hard to see at the best of times. I drive a car and ride a bike so can see this from both points of view. I would like to be able to cycle more but it is not easy with all the parked cars.
Support	This road is currently totally chaotic and it has been named as one of the five most deadly roads for cyclists in England by The Times (alongside Cowley Road, by the way)
Support	This road is lethal on a bike
Support	this road is particularly bad to cycle right now
Support	This road is so busy, I feel least safe on it.
Support	This road is usually very busy, and can have heavy traffic at certain times of the day
Support	This road needs to be more cycle-friendly
Support	This route is currently dangerous anarchy. I am concerned that loading will still generally be retained.
Support	This route is currently unsafe as it is too narrow, many vehicles using the route are too wide, and the cycling surface is rough leading to unstable cycling
Support	This route is the one that I would use most frequently.
Support	This route is used by lots of cyclists but is often made difficult by traffic jams, parked cars and gaps in cycle lanes
Support	this route is very busy and dangerous and the road surfaces are terrible. Cowley Road itself is a deadly mix of vehicles, peds, and cyclists with little order or consideration for vunerable road users. the current calming measures contribute to the prblm.
Support	This stretch of road is always full of cars and feels unsafe. It is a short distance into town, particularly for students and so I think would appeal to cyclists.
Support	This the route I use most often and is one of the most unpleasant of all routes in Oxford. I frequently get intimidated by car drivers trying to overtake. If this route was made better I would use it more often.
Support	This would be the route I probably use most frequently/is currently most dangerous
Support	Time sensitive medical cargo bikes use this route daily, yet get held up by parked cars and grid lock vehicle queues with no way to filter past causing delays
Support	Tis is a route I cycle quite often that I find particularly dangerous due to excess motor traffic and a poor standard of driving.
Support	To get to work safely.
Support	To promote cycle use over the use of cars
Support	Too dangerous to cycle there
Support	Traffic heading out of Oxford on Iffley Road from 4-7pm is particularly hazardous to cyclists. Parked cars and stop-starting traffic make it incredibly difficult to negotiate. Cars trying to slip through quieter residential roads make unexpected turns
Support	Unsafe as is
Support	use
Support	use it daily for school run with my children
Support	Use it most, heavy traffic at times
Support	use it the most
Support	use most
Support	Use most
Support	Used by many as part of their regular journey. More buses than on most routes (London buses) plus delivery vehicles to local businesses make this a very dangerous area for cyclists.
Support	Used by many cyclists and its s nightmare to cycle along on many days with cars parked at the roadside some on double yellow lines.

Support	Used daily for my commute
Support	Used frequently, and there is lots of cars parked where a cycle would normally be, making it very dangerous to be a cyclist
Support	Used most frequently
Support	used most, most dangerous, too many cars, too many poor drivers,
Support	Vehicle parking frequently blocks cycle lane. This is a key link for cyclists using the Donnington Bridge cycle lanes and Iffley Road.
Support	Very busy road with little room for traffic and cyclists with large buses too.
Support	Very busy road with lots of cars coming in and out parking bays plus high bus traffic, pretty dangerous to cyclists. Also lots of bars and restaurants there which could benefit of having reduced traffic there
Support	Very busy road, especially in the morning
Support	Very busy road, too much motor traffic, not obeying speed limits
Support	Very busy traffic
Support	very buusy annd extremely dangerous for cycclists at present
Support	Very dangerous when heading south from Banbury road into St Giles to turn right into Beaumont Street as you are in the middle of the road and have to cut across bus lanes. Also dangerous cycling past the buses when cycling through from St Giles to Broad S
Support	Very popular route/destination for pedestrians & cyclists, far too dominated by private motor vehicles.
Support	Warneford Lane (which is included in the Morrell Avenue plans) is dangerous and unpleasant for cyclists. It forms a main link road between East Oxford and Headington and is used a lot by cycle commuters and Cheney School pupils.
Support	Warneford Ln is the only link between Head'n and E. Oxford. Mostly avoid and have to drive short distances instead (especially with kids), due to driver aggression if you take centre lane to avoid the door zone. Safety for Cheney school kids is paramount.
Support	way to work
Support	We have an electric cargo bike to get the kids around - and the existing cycle lane is so full of pot holes and tilted (risking the bike to tip) that one has to block the whole lane at the moment for most of the stretch.
Support	We live near to the bus stop and cars parked next to the stops are very dangerous and no views of the traffic from across the street. Also it's very busy road when school opening and closing time as cars parked near pedestrian crossing makes it difficult.
Support	We support the cycle quickway, but how will it addresses the rampant speeding problem? The slalom created by residents vehicles parked in the road is the only thing that slows the cars down. Are you now hoping that cyclists will slow the traffic??!!!
Support	Well just because it's the route I use every day!
Support	When cycling down Cowley road, i feel in danger- more so than any other well used road in Oxford. A quickway here would not only allow cyclists, and pedestrians crossing to feel safer, but would also make cars more aware of the cyclists on the road.
Support	when cycling uphill slowly it would be nice not to feel like competing with buses for space
Support	When I was still living on Cowley Road, I was scared for my life whenever I cycled into town.
Support	Where as Cowley Road is, to some extent, a lost caus without signifcant re-design, the introduction of proper segregated cycle lanes on Iffley Road is logistically achieveable by removing parked cars, reducing car speeds and constructing segregation.
Support	Where I cycle nearly daily
Support	While not the road I use most, it is so dangerous for cyclists. I actively avoid this route because cars almost hit me each time.
Support	Widening and narrowing of st Clements street and the cycle path disappearing and reappearing feels dangerous, particularly with the large vehicles also using the route.
Support	Will allow safe and quick access into town.
Support	Will use it most frequently. Perceive it as most dangerous for cyclists currently.
Support	Would be the only safe and accessible cycle route between East Oxford and Headington.
Support	Would feel safer as a cyclist and more confident to cycle with kids. Would stop the need to weave in and out of traffic when congested.

Support	Would have picked Cowley road, but road is too narrow and too much traffic, so might be dangerous. Iffley road is a main artery, and too many vehicles block the flow of bike lanes.
Support	Would make the greatest difference to our travel options and particularly our son's safety as he cycles to school (Cheney) every day
Support	You did not give an option for all or multiple quick ways. I would like to go Marston Road, St Clements, Crowley Road
Support	You would think it would be the cowley rd but I have received a shedload of abuse on between towns road from cars randomly beeping and taxi drivers yelling at me, when on my Voi scooter acting legally. Cowley Road is pleasant in comparison.

R22b. Please feel free to add more details here [How do you generally feel about the overall proposal to implement quickways around Oxford on the proposed roads?]

View on proposals	Comment
Neutral	I am concerned about impact of extra cars parking on already crowded residential sidestreets. I think it will also force traffic onto the sidestreets. I am also concerned about the impact on businesses who rely on people coming by car from outside the area to shop and vehicles needing to make deliveries. The proposal sounds great but the streets aren't wide enough to accommodate the different types of traffic all at one time safely. Please could we have secure, dry and plentiful bike parking especially in town maybe in one of the old car parks. Electric bikes are a costly item to lose. Incentives to students not to bring cars to uni would help (Unis could be more supportive in this). Have you thought about making a cycle route thru the Kidneys at the end of Meadow lane with a bridge over the river so that you can get to the bottom of St Aldates and the shops avoiding the bus chaos and potholes on the High st? Meadow lane is a great example of a safe cycle route.
Neutral	I am not convinced that the proposals will encourage more to cycle. Money needs to be spent on making the junctions safer for cyclists first.
Neutral	I believe that improvements should be made in some places but not nearly as drastic as what's been put forward in the proposal - I believe current infrastructure to be effective in a majority of areas but traffic speed should certainly be paid attention to more as I believe this to be one of the greatest hazards to cyclists as there are a number of revving racers accelerating at extremely dangerous speeds especially on Iffley Road. The number of parking spaces proposed to be revoked is far too extreme and this will create huge problems down the line for resident parking in adjoining side roads between the three main fork roads out from the Plain.
Neutral	i feel torn, because i know it's a struggle for local residents parking but also agree more needs to be done to support the climate crisis, however i don't think making the cycle ways will suddenly eradicate cars and the needs for them in Oxford, it will just shift the problem elsewhere, onto residents with vehicles needing to park further out which is never going to be a good option and then eventually anger the residents of those streets and the problem will re-appear somewhere else.
Neutral	I think it is important to consider the effect that implementing the cycle ways will have on the environment, for example the destruction of gardens to make space for parking.
Neutral	I think promoting cycling is very important to reduce the need for car use, but don't think this plan will work if combined with the proposed LTNs as these will push more traffic onto the very roads you propose as quickways. Where the road isn't wide enough, it won't be safer. It's not very fair to the house owners whose parking you will remove - you don't say what will be done for them.
Neutral	I want to support but this is an unthought out measure with insufficient data, goals, objectives or understanding of consequences. Making Oxford liveable requires MUCH more than this narrow initiative, for example closing the OUH car parks to all but hospital visitors
Neutral	If there is no physical segregation (wands, orcas etc) it not be worth it. You can paint all the bike symbols and lines you like on the road, and also advise 20 mph but cars in this city are aggressive and frustrated about massive traffic jams. So they will speed and cut up slower road users (cyclists, e and mobility scooters) if they get a clear stretch of road. However, it does seem a positive step to remove

	parking as this is so dangerous for having to a) move into the centre of the road and b) risk getting a door opened in front of you as you cycle past.
Neutral	Modal shift is required on a large scale, and painted stripes is not enough to provide safety and the feeling of safety
Neutral	My experience of "improvements in Oxford is not positive and I have no faith that anything will be implemented successfully or well
Neutral	No convinced they will reduce traffic levels, and in fact will result in more standing traffic increasing pollution on these major route. Oxford come to a standstill if there are roadwork or and accident. What evidence do you have that the car journeys being made can be made by bike. I drive to work over 15 miles away ie not possible by bike. Their is a bus but the nearest stop is 25 mins walk away and the journey would take 2-3 times longer. Also where will all the displaced parked cars go? It is unrealistic to think they can be accommodated on the side roads, and doing so sure increase traffic in the new ltns.
Neutral	Painting lines on roads isn't going to do much. You did this on Barnes Road and the cycle lanes are just used by residents to park over. You have to spend actual money and have properly segregated cycle lines. Maybe close cowley road to traffic completely and only allow buses and access for residents, force the rest of the traffic down Iffley road.
Neutral	The absolute priority is effective surveillance and prosecution of cyclists without effective lights. It is scandalous that huge numbers of cyclists have no lights at all or ones with failed batteries. Who is at fault if one is hit by a car at 20mph?
Neutral	The obsession with 'active' travel concerns me because funding is dependent on it. SO many people cannot simply jump on a bike and making Cowley Rd faster for bikes would not only damage retail, through the removal of on-street parking, but mean a greater threat of collisions between pedestrians and cyclists; particularly in winter when it's darker and SO many cyclists don't have lights and hardly ever get picked up for it. Need a more sensible balance of priorities here.
Neutral	The presumption that People don't cycle out of choice and deserve to have life made more difficult is beyond annoying. As a household with 5 working disabled people who car pool we create less pollution than most but have zero consideration in plans made by Oxford city. Cyclists seem to be the only minority group given any support.
Neutral	We are in support of any scheme that makes cycling safer and more appealing in the city. However, many of our pupils live too far away to cycle and therefore reliant on the school bus and public bus network. Therefore it is important that free flow of traffic is possible (and safe) down the main arteries (particularly the Cowley and Iffley Road). The new LTNs have noticeably increased the number of vehicles on the main routes.
Neutral	When I first moved to the Iffley Rd 25 years ago, the road had very few families and many HMOs. However over the years the situation has changed and the Iffley Rd has attracted many families. There is now a thriving community and we will be heavily impacted by your proposed changes. I would like to raise the following points: I am concerned about the reduction of parking on the Iffley Rd as the sides streets are already very congested. I am also concerned about the cycle lanes stopping suddenly in certain points of the Iffley Rd. The traffic island in front of the Greyfriars church is going to become a pinch point where cars, bike lanes and the island will have to share the same width of the road. One other point that I would like to mention is that the cycle lane will narrow the road that will cause large vehicles to stop in certain places as they will not be able to pass each other. This could cause access problems for emergency services. From what I can see there is also a pinch point near St Clements that only allows one vehicle at the time. This will cause the traffic to back up on the Iffley Rd and will contribute to unacceptable levels of pollution. The Iffley Rd is already a very busy road and if changes are made to the access to town these have to be to the benefit of the local residents. I also noticed that the disabled space on the Iffley Rd will be removed making it even harder for disabled people to park. Personally I think that the council needs to stop the traffic coming into Oxford as it is not local residents that drive into town. On a different note I am surprised and disappointed that such an important change to our local streets has not been notified with some leafleting to local residents. To have a proper consultation we need to be informed and give sufficient time to respond.
Neutral	Yes we have to improve cycling but not to the detriment of residents that can't park cars elsewhere or cause traffic for car users that have NO choice but to use cars
Object	Addressing climate change is critical but this is too much too quickly, especially off the backs of the controversial and unsettled LTNs, plus proposed CPZs, all affecting some of the poorest areas in Oxford. The schemes are unduly punitive on car owners, including those of us who aren't able-bodied

	to cycle, walk easily, or take public transport. You should prioritise iincentivising those who can by improving public transport, making bus travel greener and more affordable (e.g. free Park & Ride), improving pavements and junction safety, etc. Oxford roads are already too narrow and unsafe for those who don't have a choice using a car; please don't make things worse than it already is for the most vulnerable. Climate change initiatives need to include people's needs as human beings are part of the environment, and you won't bring people on board by being this heavy-handed.
Object	Although I fully support safety for cyclists I am extremely concerned about the knock on impact of the proposals for the residents in the surrounding streets (particularly in East Oxford where street parking is already a nightmare). As a nurse working in the community it will make our jobs even more difficult with potentially having to leave our cars further away from people's houses so reducing efficiency. I am also concerned as a driver of yet more confusing road signage which makes it more difficult to navigate the roads (New cycle lanes in Windmill Road are an example of this) When my children were at Cheney I would on occasion park on Warnefored Lane to collect a sick child from school, these proposals would make this more difficult.
Object	As a frequent cyclist I feel able to safely negotiate the routes as they they exist. I like there to be some Road parking for visitors and business customers. Current on road parking on my street, Morrell ave, act to calm and slow traffic. Some homes on my street do not have off road parking. Removing off road parking will encourage home owners to convert their entire front gardens to driveway. This will impact biodiversity, increase runoff, result in cars driving over the grass verges damaging them and impact the appearence of the avenue.
Object	As an active and passionate cyclist, the whole "quickway" approach is fundamentally flawed. None of the proposed "benefits" mentioned earlier in the survey are important to me. E.g. paint on the road has been shown to have zero to negative effects for cyclist safety. Road surface quality, which is shockingly bad in oxfordshire generally, but oxford in particular, is a priority far above all the features mentioned. Another higher priority is reducing car use, not reducing parking. Displacing parking is a major negative outcome of all the proposals. I would like to see a few, good quality, dedicated bicycle routes, not a hodgepodge of "quickways" painted on roads shared by cars, vans and buses. This survey seems oblivious to any of these concerns and priorities. We need a fundamental shift in the approach, such as not blocking roads with LTN schemes, using one-way systems in between arterial roads and in the city center, and separate cycle-only routes, instead of this half-hearted repainting of the roads, which just creates huge inconvenience with little real benefit.
Object	As it is planned now it is guaranteed that speeding on Morrell Avenue will increase. There is a 20 m hr speed limit but very very few cars abide by this (I live close to the sign that presents drivers with the speed they are travelling at and many are way over the limit). Many of the taxis go way too fast (and so do some of the busses). In the six year I have lived here only once have I seen a speed check by the policy (we were so happy we brought them coffee) -- of course there may have been more but it is not a regular occurrence and it would be fair to say that motorist can speed on Morrell Avenue without any real risk of being fined. The only thing that keeps cars from slowing down are the cars that are parked left and right on Morrell Avenue. Once this is gone there is nothing stopping them from going full speed ahead. The number of cars / busses / vans that are (temporarily) parked on cycle lanes at present throughout Oxford is staggering and makes cycling very unsafe. The only way to prevent this from happening is to properly separate the two. In addition, now many of those living on Morrell Avenue have converted their front gardens into parking spaces, often for two or three cars. This has all kinds of implications way beyond traffic. Guaranteed many more will convert their gardens into parking spaces when they no longer can park on Morrell Avenue. To me the only sensible thing to do is when a proper cycle lane is created is to (a) have one that is fully continuous including at junctions, bus stops and there where there is road parking, (b) to have wand orcas installed not just at a few places but at most so there is a clear separation between cyclists and motorised vehicles and (c) ensure there are proper and sufficient measures in place to reduce speeding -- this can include narrowing roads so only one can pass at a time, speed humps, speeding cameras and regular speed checks.
Object	as mentioned before I think cycle lanes need to be balanced by sufficient road space for motor vehicles to travel both ways safely, without having to stray into cycle lanes. This is particularly important on bus routes. Keeping cyclists and scooters off the footway is really important.
Object	As stated above, these seem cheap and Ill-conceived plans, likely to increase risk for cyclists as well as other road users. Oxford has a very poor record of provision for cycling and this continues the approach of ill-conceived schemes. Stop it - and do the job properly.
Object	As stated before, you are never going to make it safe for cyclist who do not follow the rules of the

	road. Classic Examples that happen all. 1) No lights between Sunset and Sunrise (90%) passes the house 2) Kerb hoping 3) Fails to stop at Red lights without consideration. 4) Fails to stop at zebra crossings So why spend money on making the roads safer, when the money should be used in making sure the cyclists are being safe.
Object	Build proper segregated cycle infrastructure not murder strips in the gutter that will not incourage a wider number of people to cycle. Provide protection for the cyclists that use your streets and prevent further people joining the two killed in the past two years on your roads.
Object	Changes in other East Oxford areas have badly affected people's lives. Short journey of 15-20 mins now taking one to two hours. We are old, clinically vulnerable disabled people. Our children use to come help us after their work. Now due to delay/hold-up caused by your road changes, they are unable to do so. Side-streets are alreafy full - can't afford further crowding - unfair and unjust to residents of those streets as they will lose their own parking spaces.
Object	Current on-road parking acts as natural traffic flow control as buses/taxis/bikes have to slow down a lot to pass by. Removal of parking means people will have to seek alternative parking which will see removal of gardens and green space to create larger driveways. Constant cycle lanes dont work in the evolving world of escalated daily deliveries be it groceries, royal mail, amazon etc they will still park in the cycle lane and make cyclists swerve into the road, expectantly to cars behind as they think cyclists should be sticking in their priority lane.
Object	Cyclists need to change their behaviour. Consider how many have no regard for the rules of the road - cycling at night with no lights; running red lights; making pedestrians take evasive action. Oxford cyclists are terrible.
Object	Discriminating against residents of these areas and disabled
Object	Driving will always be necessary and accommodates carers and people with health issues. Driving is a nightmare in Oxford -more than anywhere else I have lived, roads are very narrow, in need of repair and lots of disruption on very busy roads. Cycling is fine, sure it could always be better, however feel very strongly about objecting to the developments -the additional disruption for months and months and then driving even more obstructive. These questions are all very leading and do not allow balance to be represented in any way. As both a cyclist and a driver- I cycle when it all possible, however driving will always be necessary (even with a buses as well) to allow independence, self sufficiency, safety and to care and support others- driving should not be made any more obstructive than it already is- this will detract from peoples of quality of lives hugely. I implore the council to stop and think about this.
Object	Experience has shown in Headington that clearing roads causes cars to increase speed, and cyclists to use pavements because the roads have become more dangerous
Object	Fully segregated cycle paths with high quality surfaces are the gold standard that the Council should be aspiring to implement, not this half baked, line painting exercise.
Object	I am a pensioner who lives in Iffley Fields. Our only exit and entrance routes from the whole of Iffley fields is via the Iffley Road. That is for residents and all emergency vehicles! The slightest cone, road works traffic lights along the Iffley road causes chaos and grid lock. If the road is narrowed to help cyclists this will only get worse. Cyclists can travel along the riverbank, Meadow Lane or the quieter roads between Iffley andCowley roads. There are loads of people who from age, health, disability's etc cannot use a bicycle. These "faster cycleways are an insult that imply these people are being lazy. By creating these quickways you may gain a handful more cyclists but you will cause more pollution from traffic that is gridlocked with running engines!
Object	I am both a car driver and cyclist in Oxford. I cycle for that shorter (15min distances) and if I have equipment or it's longer. At present, roads with current cycle paths often have stationery cars on them and other blockages, which is incredibly dangerous. If you implement this scheme and reduce car parking on the street then more people will have to ignore the cycle paths and park there. This is my biggest worry, and, due to human behaviour and lack of parking choices elsewhere (as it's permitted) it will cause bigger safety issues than there currently is. This is not the way forward.
Object	I am in favour of well planned and constructed cycle lanes but as a regular and very keen cyclist, I think these proposals are misconceived. 1. Safety not speed of cycling should be the aim. There are bad inconsiderate cyclists as well as bad inconsiderate motorists and prioritising speed will encourage inconsiderate and aggressive cycling. This could put other cyclists as well as pedestrians at risk. We should be encouraging more considerate use of roads, especially by motorists but by other road users as well. The "cyclists v motorists" theme is not going to achieve these aims. The quickways will also become tracks for fast moving scooters. Moroever, cars will drive in the cycle lanes, especially if they

	are squeezed on narrow roads (I am especially thinking of Cowley Road - but St Clements is also narrow). Buses need to stop to pick up and put down passengers and I presume they will need to move into the bike lane space to do so. There is simply no room for wide bike lanes, bus stops and car routes on Cowley Road and you cannot wish that space into existence., While I am have no individual need to park on these roads removal of so many parking places will mean more people parking illegally where I live (on pavements and in permit places). Since we have no enforcement of 20mph speed limits and very limited enforcement of parking regulations, I believe these proposals will create major problems without helping the majority of cyclists.
Object	I am sending/attaching a separate paper as city councillor objecting to the proposals, giving reasons and describing what needs to be achieved before quickways are introduced.
Object	I am shocked that I have heard about this scheme from a neighbour rather than leaflets through our doors. I am sure that vast number of residents will remain unaware of this project and will not have any opportunity to have their say. This proposal should have been made more visible and could have been done easily enough with letters/leaflets/notices on street....something at least. the proposal states "The proposed quickways will offer a real alternative to car travel for those able to cycle in Oxford as they will allow rapid journeys into and around the city and discourage cyclists from using the footways." 1) nobody cycles on Morrell Avenues footpaths. They are awful anyway and too bumpy where the road is very smooth. This NEVER happens. 2) The cyclist cycle down Morrell avenue at 20mph+ already going as fast as the cars so there will be no speed benefit. 3) The cyclist cannot cycle UP Morrell Avenue any faster because it is a hill! New cycle lane or not, it is not physically possible to go any faster. 4) Where are the residents supposed to park? Some houses do have small driveways but we rely on the on-street parking to park our 2nd car. I work in Abingdon and my Wife works in Swindon so we need 2 cars. You cannot just remove all of our parking, esp where there is no actual benefit! 5) We already cycle our kids to and from their schools most days. We have NO ISSUES cycling around oxford. Oxford is a town of cyclists already and the cars and busses are very midful of the cyclists. I already am able to drop my daughter to headington and son to new college school in town quicker than using a car without any additional cycle lanes. 6) Our parents are elderly, they use the parking bays when they visit us and cannot be expected to walk great distances from their car to our home. 7) Morrell Avenue is 100% residential housing, largely for families (3 bed homes with gardens). There is not a single non-residential unit on the street. Where do you expect families living there and their visitors to be able to park? If the cycle lanes were on Headington Hill then I would understand but to remove all off-street parking is unacceptable. What on earth are the homeowners without a driveway supposed to do? 8) I have 2 young children, If I do use the car to collect them after school with bags, musical insutruments, lunch boxes, coats, PE Kit as well as my own work bags, I HAVE TO BE ABLE TO PARK OUTSIDE MY HOUSE. A long walk is not possible. I bought a house on a residential street to allow for normal family living, this should not be taken away.
Object	I am strongly opposed to removing on-street parking spaces for this scheme. This will affect local business and inconvenience residents who currently have to park on the street. It will lead to side streets being crowded with other vehicles. Residents who live on these roads and currently have front gardens will now no doubt pave over those gardens in order to have somewhere to park their cars, thereby reducing drainage that would otherwise be through the garden, reducing green plants and trees in currently in their front gardens that provide a habitat for insects, birds and other animals, and generally inconvenience many people. What about people who are elderly or disabled and need to park on the road outside their homes? Will they have to park streets away and carry shopping back to their houses? Or people who need to stop briefly in a space in front of a shop to collect something they have ordered and load it into their car?
Object	I am sure people will speed more, more animals killed. Price of house reduced due to no parking. And I am a very sustainable green person. No one can cycle up Morrell Ave anyway. They go very slow or walk their bikes. It will be a disaster.
Object	I applaud the councils for seeking to reduce motorised traffic and seeking ways to reduce pollution etc but I don't feel that enough thought has been put into these changes and how to manage change. None of this can encourage me to cycle more because I already do. However, it doesn't make me feel that the roads will be safer, or the buses quicker. As I get older I will have to rely on buses and even taxis. So I have a vested interest in maintaining bus flow. If I have a lot to carry, well then it will have to be a taxi..... If my children were young I would now be very anxious about the effect of the Quickway proposals combined with the St Mary's LTN proposals on their safety. I might even encourage them to give up cycling until a few months after the trial period started. I have no confidence that there will be people on the street to troubleshoot between road users. I think encouraging cyclists to go quicker on

	a road that motorists are now locked into using because of LTN - so increased motor traffic until they 'evaporate' but no specific proposals for managing the change and monitoring it effectively for the people affected negatively. Will there be priority treatment at A & E if anyone who lives on Cowley Rd now has increased breathing problems? (Their voice is being discounted by some councillors supporting LTNs on the grounds that they ar enot residents of St Mary's. But those people on Cowley Rd will suffer the traffic displaced and stuck in jams, while the car owners in St Mary's will have cleaner air.) I am amazed at how hard it has been for me to find where this survey and the proposals were listed. I tried using search on the oxfordshire county council site and the oxford city council site and nothing came up to direct me here. Luckily I know someone who had found it and they sent the link, but it hasn't left me many days in which to understand, absorb, and evaluate the information on the plans. This survey feels skewed- what evidence is there that the features promoting cycling already work? It's no good vaunting the usefulness of the cyclist being able to go in front of drivers at traffic lights when I know that I usually can't reach those spaces on my bike because drivers put their cars in the cycle lanes- sometimes because the road is so narrow and sometimes through thoughtlessness. No one is monitoring or enforcing the need for cars to stay out of cycle lanes: so it's disingenous to say they will make cyclists safer. There is no evident plan for the transition period. If these routes and changes are brought in around the same time as LTNs, for example St Mary's LTN, then how will the increased traffic on the Cowley Rd, for example, make me safer as a cyclist? I know that supporters believe that the traffic will evaporate but even evaporation of water takes time. If the buses are slowed down by the increased traffic then that will put the very people off that you are trying to encourage to leave their cars at home. Allowing the escooters in the same space as the cycles seems dangerous. Having experienced this in Paris (winter 2019) I know how hard it is to be aware of the escooter trying to overtake you. I was nearly knocked off the rental bike a few times.
Object	I believe that the current barely acceptable visitor parking within the wider DRARA area is at capacity - the lack of such parking on Morrell Avenue will serve to increase traffic speeds further (especially fro East to West) and lead pretty quickly to the destruction of an important townscape - identified by the City with external funding some years ago. I believe that the risk to cyclists and pedestrians will increase if the proposals are implemented - even when the 20mph limit was policed speeds in excess were commonplace - providing a 'clear run', particularly down the hill will increase uncontrolled speeding. The 'consultation', however well intentioned, has been woeful. I've cycled on public highways for more than 50years - on tandems, delivery bikes, mountain bikes and presently infrequently on my Brompton which isn't accorded the margins generally offered in and around London - and like me many neighbours rely on short term parking for visitors and tradespeople
Object	I believe this is a demagogic project that aims at satisfied cyclists with poor skills and not able to plan their rides using the numerous existing quiet and safe roads/lanes. As an experienced cyclist and driver, I am not expected to have a special treatment that will impact me when using other means of transport. More should be done about the poor cycling habits I can observed while cycling or driving that are more common than poor driving.
Object	I do not believe your proposals will improve safety and well-being, or give greener travel. I believe your proposals will mean more households will use their front garden to park thereby taking away the very aspects that make streets pleasant to walk along. I think bikes travelling at 20mph is ridiculous. I suggest you use CHENEY LANE, to Headington Hill. It has the space and is quiet.
Object	I don’t think you are considering people who live in side roads and will not be able to park with the additional cars from these schemes looking for spaces
Object	I don't see how this ties in with the aspirations of the LTNs to allow cyclists quieter routes. The LTN seem very underutilised by cyclists, scooters, pedestrians as they were intended. Just nice quiet enclaves for the chosen ones, whereas residents (yes people live here on Oxford and Cowley Rds) must accept every car, van, bus, pedestrian, cyclist, motorbike, e-scooters rocketing down our road. Make the main road for non car traffic only, put cars in the back roads where they'll get stuck and discourage their use that way. There is no consideration of pedestrians in this plan. There is a well use route to Cowley Centre crossing into Cleveland Drive. Since LTNs have added extra traffic to Oxford Road, I have to walk out through stationary traffic and into a blind corner to cross the road to get to the shops. If you want to encourage walking you need to add a new pedestrian crossing in the stretch of Oxford Road by Cleveland Drive. OCC seems to be chucking ideas and schemes out with no overall intention. You wanted cyclists on one set of streets, now you want them on the other? If you want to reduce car usage, charge for car travel across the city!
Object	I have been patronised by the likes of Scott Urban and told to think about others even though the LTNs

	make some streets better and those people shout the loudest where others eg Church Cowley Road have increased pollution and I was told to try cycling as I would enjoy it !!! The recent road closures show how our roads are thrown into chaos at the merest change but the less financial and physically advantaged are being written off by the younger and more able people in the area.
Object	I object for a number of reasons. 1. The widening of the cycle paths will cause further congestion and therefore pollution in Oxford and will particularly effect the people who live on these main roads (not everyone lives on a leafy side street). 2.Reduction of the waiting spaces on this roads also effect the residents not all of whom have driveways. Where can they park temporarily to bring in heavy goods or have visitors to park? 3. The removal of the dedicated left turn lanes on the Iffley Rd plans are dangerous for cyclists. If a car is turning left and a cyclist in the cycle lane (to the left of the car) is going straight, there is a potential for collision. Cyclists going straight ahead need some indication to move to the center of the lane. This should be indicated even with dedicated left hand turn lanes, as it is currently a problem at the Iffley Rd /Donnington Bridge turning when going towards Oxford City center.
Object	I object to the removal of parking near South Park (Warneford Lane). South Park is a very nice park to visit with pre-school aged children, but I live too far away to walk/cycle with pre-school children because it is not practial and takes too long. The bus is WAY TOO EXPENSIVE. If you remove the parking then I will no longer be able to visit the park which will be detrimental to my children's and my own health and mental and physical well being.
Object	I strongly object quickway cycle route as my customers have nowhere to park, deliverman won't delivery if no parking nearby.
Object	I strongly object the quickway cycle route
Object	I strongly object the quickway cycle route
Object	I strongly object the quickway cycle route. My carer has no parking space to park when they visit me.
Object	I strongly support adding cycle infrastructure in these places, but I strongly object to the plans given. They are not proper safe infrastructure, but a waste of money.
Object	I think in theory this is a good idea but the way it is being implemented is bad. It should not be done in a way that impedes cars.
Object	I think that the people who live on Iffley road and donnington bridge road in Oxford have already paid a high price for the changes to access to the High Street. Our streets are clogged with commuters and these proposals will do nothing to reduce traffic coming from elsewhere; those motorists will fall into the it's too far to cycle category and feel free to continue to drive into the city just faster as all the clutter that the locals used to leave on the road will have been displaced to newly paved over drives. Commuters from outside the city already have the option of a cheap park and ride bus ticket which they won't use, so the £4 charge will be another bargain for them.
Object	I think the quick ways set up separate runways for both motor cars and cyclists, making roads faster for both and more dangerous especially where there is a downhill incline. Dangerous to cross for pedestrians and dangerous for cyclists along residential stretches with multiple off road car parking drives and trees. A shared slowed down road space with right of way given to cyclists (as on Abingdon Road/Folly bridge) would foster a citywide considerate driving environment that is safer for all road users. Cheaper to enforce and to maintain, too.
Object	I think there must other ways to construct cycle ways away from major roads by the the side of the rivers into the centre of town
Object	I think there needs to be more careful consideration before all the on street parking is closed - front garden parking is really dangerous on these main roads, loads of people already back out across the pavement and it's scary. I do not support this measure of pushing all the parking onto front gardens.
Object	I would like to see fewer cyclists on the pavements especially adults. As someone with hearing loss I am vulnerable to being knocked down on the pavement as it is rare for cyclists to use a bell. Cyclists should have adequate lights and wear clothing that makes them visible and safer even on safer routes. There is a lot of parking on the pavement/road edges along our road - Rose Hill main road which would impede cycle lanes. Needs enforcing for this to work. Am concerned that Temple Street where our doctors is may be even more restricted for us than it is now. How will business owners manage to survive if they can not be accessed by car drivers. This proposal assumes all residents can cycle and i am unable to do this I am also a carer for my 95 year old mother who is disabled and at times need on road parking for her to access doctors etc. Have there been surveys to see how many residents actually cycle and would if this cycle way was in place?

Object	I write as Chair of Friends of South Park (FoSP), a local amenity group that represents users of the Park. South Park does not have a car park: visitors travelling in their own vehicles park on either Morrell Avenue or Warneford Lane. We are concerned that there are 2 groups of Park users which may be particularly adversely affected by the proposed changes to on-street parking. Organisers of several regular activities eg British Military Fitness need to bring a large amount of equipment by vehicle and park near the Warneford Lane gate. Users with young children frequently use on-street parking when visiting the play area.
Object	I'd like to reduce the traffic on my road but the main issue that has caused this is the implication of the LTN. I can't see how a cycle lane will cut down on this traffic as I believe most people unfortunately won't get out of their cars. I am concerned that I now will struggle to park on my road, I often end up in the spaces that are being removed due to other residents cars. I'd love to cycle to work but I work 30miles away so have to have a car. I think the implication of 20mph speed limits would be a satisfactory solution to make cycling safer. I am a keen cyclist and I think cars and bikes just need to share the road safely rather than being artificially separated.
Object	If the experience of Botley Road is anything to go by it will be a waste of money. 25% 0f cyclists still cycle in the bus lane or road in spite of all the money that has been spent on improvements. In addition a number of cyclists still cycle on pavements and in the wrong direction on existing lanes. Using Botley Road as a pedestrian or bus user has actually got more dangerous/worse.
Object	If this goes through, traffic congestion will get worse which will mean: harder for emergency vehicles to get through; cyclists more likely to weave through traffic; pedestrians (especially children) jaywalking and then being hit by bikes; extra pollution from idling cars in traffic jams: etc. This is a badly thought-out plan. And it's an easy "solution" which will create more problems than it solves.
Object	If you remove all the street parking on Morrell Avenue then more households will concrete over their front gardens. It will make visits much more difficult particularly for the elderly and long distance. It will make emergency or regular medical care almost impossible. The postmen and any delivery men will find it much more stressful and inconvenient.
Object	I'm worried that there will be more congestion and pollution on Iffley Road due to the space for vehicles being narrowed so that 2 buses can't pass. Also I don't think a 20mph limit is needed at quiet times. We'd do better to enforce the current 20mph and 30mph speed limits properly (it often seems I'm the only person driving at 20mph on Iffley Road near The Plain, or on Headington Road!).
Object	In general, I am a strong supporter of measures to reduce the amount of car traffic in Oxford, and increased use of shared high efficiency/low pollution alternatives (cycles, e-scooters, electric vehicles etc.). Ultimately, I would like to see an Oxford city centre free of privately owned vehicles. However, I strongly object to your current proposals which prioritise people passing through a residential area for a few seconds over people who actually live there all the time through the removal of numerous car parking spaces without alternative provisions; and they do not address the real cause of traffic problems in Oxford which are caused primarily by car commuters. Additionally, Iffley Road is simply not wide enough where I live and for much of its length between Donnington Bridge and The Plain, much better would be to make Iffley Road one way with a cycle lane and parking spaces. I am a resident, a pedestrian, a cyclist, and a driver. I cycle in the area for more than 10 times as much time as I drive within it. I only use my car to drive out of the area and back, but I still need to be able to park close by to my house. Currently I often have to park a significant distance from my house due to the insufficient parking provided, and your proposals will only make things worse. Most of the time cyclists and drivers share the road without any problems. In my experience, more than 90% of the driver/cyclist altercations I witness occur during the morning and evening rush hours, due predominantly to aggressive drivers who are passing through the area to get in and out of the centre of Oxford. Outside of these times, I see more problems caused by poor cycling behaviour. The problems are fundamentally due to too many car commuters entering and leaving the centre due to a lack of incentivisation not to do so and vice versa. Your lack of consideration of residents is clearest in the answer to the question "Will the Council monitor the impact loss of parking has on neighbouring streets?" since the removal of parking spaces and increased parking restrictions will inevitably make finding parking spaces close to our homes harder. It does not state how you will monitor for problems, how residents should report problems and what you will do about them. I would not challenge your proposals without suggesting alternatives. Most obvious and quick to implement would be a central Oxford congestion charging scheme, as is in use in London and many European cities. This should be followed up with a much improved park and ride scheme providing shared cycles, e-scooters and low emission vehicles for the "last mile" into/out of Oxford. I would be quite happy to park my own vehicle

	outside of Oxford if such a scheme was put into place. Please do not penalise local residents, we live here, all the time.
Object	In itself, the plan to make cycling better is good. I am a cyclist, and NEVER use the car inside Oxford. I frequently cycle to town from my house at 211 Iffley Road. A sensible, safer way to do this would be welcome. However, I have several strong objections: 1) It is taking away parking from the residents, for whom parking is already a big problem 2) The alternative parking spaces -- in the side streets -- which the plans have earmarked are simply not an option. I would like to be able to park there, because you run a lower rish of having your car keyed or your wing mirror torn off. But there simply aren't any free spaces as there are many student houses with a minimum of two cars per household. 3) the value of our house is set to go down, if there is no roadside parking in front of the house 4) The plans have a large number of pinch points, where there is no space for a cycle lane, for example by the pedestrian refuge by Grey Friars Church. Having guided both cyclists and motorists into a false sense of security and safety, a car might suddenly find a cyclist under their wheels. A sudden end to a cycle path is likely to lead to sudden death. This would NEVER happen in any cycle lane designs in the Netherlands, my home country. 5) The premise of the plans is that people are more likely to leave their car at home, and take the bike. One look at the petrol queues this week, and you can see that is not going to happen: instead of taking public transport or a bike, the public decided to spend hours and burn millions of litres of fuel in queues to the forecourts, in order to fill up their tanks so they could keep using their cars. 6) The plans are put forward as a way of reducing pollution, but there is absolutely not a single proof in the plans attached that that is actually going to happen. Which surveys have you done? What were the conclusions? 7) We were already living in the worst congested and polluted roads in Oxford, which has just been made a huge amount worse by the LTNs. Instead of taking the side-roads, everyone is now taking Iffley Road. Instead of 2-hour rush hour queues, we now have 4-hour rush hour queues. If busses/coaches and lorries can't actually pass each other in Iffley road, that congestion is set to get a whole lot worse. I really appreciate the general effort to make cycling safer. But would it not make much more sense to introduce a congestion charge for Oxford within the ringroad? Motorists already have the option of the park and ride - why are they not using this? Make it free! Alternatively, with Oxford roads being as narrow as they are and not built for traffic, does it not make much more sense to introduce a one-way system? Into Oxford on Iffley Road, back via Cowley Road for example. That way there would be plenty of space for busses, cars and cyclists, safe, without queues, and with much reduced pollution. Finally, I object to the fact that these plans have not been spread through the community - I only heard about it by chance, most of the people I have now warned didn't know about it. People in the side-streets have not been notified either - they will be heavily impacted too. And lastly, I object to the way the questions are phrased - they are all put in such a way that you can only agree with the idea that safer cycling and reduced pollution is good. That way, you can go away and say "the community was very positive about the plans". If I framed questions in such a way in my job as a journalist, I would be sacked.
Object	It is a waste of precious Council money, there are many other much more important uses for scarce funding resources, let alone the disruption the work will cause while it is done. Nearly all the routes you have mentioned are already the best cycle routes in Oxford! And I deplore the wider cycle lanes, which crowd the motor traffic into spaces impossible for two-way traffic: all this does is teaches the motor traffic to ignore the cycle lane markings and simply drive over them if there is motor traffic coming towards them, this is NOT a habit which should be instilled in motorists! And I don't like the idea of unnecessary 20 mph zones, from a climate point of view, because it is an inefficient use of fuel, as a driver you can feel the car groaning at 20mph when it runs smoothly at 30mph. I think it is important from an air pollution point of view to keep traffic running smoothly rather than idling since, as your own Council educational posters have informed us, emissions are much higher from a smoothly idling car than from one travelling at 30mph.
Object	it is hard to overtake buses parked cars are not a problem as a cyclist..narrow roads are a problem. windmill road and the plain are now more dangerous for cyclists
Object	It will not reduce pollution, amount of traffic nor its speed. Solely focused on the able and middle class. Absolutely no consideration given to any other group
Object	It will reduce the ability of businesses, residents and carers to being able to enjoy leisure, family and business activities in a positive manner
Object	It's utterly ridiculous, cyclists deliberately hold traffic up which actually causes more pollution, they don't use the cycle lanes and use the road and wonder why they get knocked off. Cyclists should be fined for cycling dangerously just like motorists are for driving dangerously!

Object	Messing up all the roads so that you create even more grid lock will actually make cycling more dangerous. It will also make the area unlivable in for any one who has to take a car to work due to the distances involved or equipment needed.
Object	More people walk than cycle, it is just as healthy a pursuit, and yet you are doing nothing to help pedestrians - pavements continue to be blocked by wheelie bins left out permanently, there is too much clutter on pavements generally, and nothing is done to stop cyclists and e-scooters on pavements. "Walking and Cycling" strategies are really only about cyclists. Pedestrians are the poor relations and any benefits for walkers are won only as a result of bi-products for improving cycling.
Object	Most side streets (including my own) are already 20mph and I that is the correct speed limit for them. I object to possible 20mph on main arterial roads such as Donnington Bridge Road /Iffley Road etc. These roads during rush hour are already difficult for drivers, why make them difficult during other times as well? 20mph is too slow for these roads outside of heavy traffic times. I have no problem with making it easier for cyclist generally but please leave the speed limit for main roads in Oxford at 30mph.
Object	My neighbour in Iffley road will no longer be able to charge his electric vehicle outside his house and will have to move house- this is ridiculous
Object	No thought at all to schools or park users near the proposals. Unsafe to have race track roads, wide with no thong to slow vehicles down. Deaths will happen.
Object	Not everyone is well enough to use cycles and the standard of cyclists in Oxford is disgusting - they are a law until themselves!
Object	Outraged!
Object	Please consider those who have no choice in the matter and who already live challenging lives. Cyclists should not trump these people's needs!
Object	Potential negative impacts Where will visitors park…family and friends come often and we use permits? Will the scheme lead to unmonitored parking a on verges with consequent damage? Will it lead to more environmentally friendly front gardens being converted to concrete parking bays. Will it increase the speed of traffic as parked cars slow traffic acting as chicanes. Will it lead to more parking across the pavement presenting hazard for pedestrians
Object	Priority should be in the residential areas and surrounding villages. Once you get to central oxford it is generally fine.
Object	Proposed quickway cycle routes are not important for the safety and comfort of cyclists who can easily and legally ride along the discussed roads where traffic is already slow. This proposal is very inconsiderate to the local residents and businesses.
Object	Quickways are a mis-allocation of resources. They do not address the issues of cyclist safety and convenience. It'd be much better to focus on dedicated cycle lanes without motorised traffic. Painting the streets does little for cycling safety, and even encourages cars to drive closer to cyclists than without. For cyclist convenience, another much better use of resources would be building bicycle stands, for example.
Object	quickways on Iffley Road, Cowley Road and St Clements are wildly inappropriate and will hardly help cyclists while taking business and parking away from the ares
Object	Removal of all parking in Morrell Avenue is counterproductive. Traffic speed is the main danger to cyclists and this proposal will exacerbate the problem. The current parking arrangements could be made residents only to discourage other car use, and the number of parking bays adjusted to improve safety, but I strongly oppose the current plan. Also, there is a very good cycle quickway from Headington to Oxford on Headington Hill, this could be improved by introduction of wands and orcas, and a 20mph speed limit. Also removing parking from Morrell Avenue and Warneford lane will disadvantage some users of South Park, who use the parking bays when taking children to the play area in South Park. Other park users, e.g., British Military Fitness, use a vehicle to bring sports equipment to the park, parking on Warneford Lane. Residents of Morrell Avenue have long complained about traffic speed in the Avenue, but this has not been addressed. If you managed the existing 20mph speed limit in the avenue safety would be greatly improved. There is insufficient parking in adjacent streets to allow residents who use the parking bays to park elsewhere (we already have parking overspill from Divinity Road in Morrell Avenue). Removal of residents' on-street parking will encourage parking on the grass verges and more properties to remove the front garden to make parking spaces. In the past the City Council have been opposed to this as it removes green space and increases water run off from properties. The City Council have nominated at least part of Morrell Avenue as a Heritage Asset, with the intention of retaining the original architecture and other features of the avenue.

	Removal of parking will adversely affect these. I am a landlord with an HMO on Morrell Avenue (I live on the Avenue too). The HMO has only off street parking for one vehicle, but my tenants currently have two vehicles, both needed for their work (Teacher and NHS worker, covering Oxfordshire and Northamptonshire). Removal of all on-street parking will make their working lives more difficult. Other than during rush hour Morrell Avenue is not a busy road, and cycle lanes are not necessary. From County Council statistics it is clear that the avenue is not an accident black spot. For all the above reasons I strongly oppose the creation of a Cycle Quickway in Morrell Avenue. It is not necessary and will have a significant impact on residents.
Object	residents without drives will be forced into already overcrowded side streets, remove their front gardens which is NOT environmentally friendly and deliveries and service people etc. will end up blocking the cycle paths anyway. The road widens just after Oxford road - it's natural for the cyclists to continue in straight line past the parked cars. There is enough room on the opposite pavement to have cycle lanes to allow residents to at least have permit holder parking on the opposite side (they have their own drives on the opposite side anyway) .
Object	Rubbish consultation. I can't even read properly each answer I give. Too hurried a consultation which excludes those without access to this technology. I am fed up of cyclists zooming past me so fast that turning or crossing the road is more dangerous - especially on a bike with a child on a bike. Slow them down!
Object	Side street parking will become over crowded. This scheme will encourage people to pave over their front gardens to create parking spaces. People who want to cycle, such as myself, already cycle, the scheme will not encourage new cyclists
Object	Simply paint cycle lane won't increase cyclist safety, if they don't follow the highway code strictly as other road users.
Object	Strongly object
Object	Strongly object as imposing the scheme in Cowley/Oxford Road makes the horrible impact of LTNs in this area worse.
Object	The council seems to forget a lot of people cannot cycle or walk far ….
Object	The existing system is adequate but SHOULD BE ENFORCED with speed limits reduced AND ENFORCED.There needs to be far more bike parking in the centre of the city - there is NOWHERE to park your bike in the centre during the day.
Object	The loss of parking spaces will create more tension within communities on side streets and may seriously compromise support for existing CPZs if there is no longer enough available parking. The current balance between cycling and cars seems about right. Please remember that ICE cars are in the process of being replaced by EVs, so the air quality issue will inevitably improve anyway.
Object	The loss of the parking spaces on the main roads is unfair to those residents who live on them and will force them to seek parking on the already overcrowded side streets.
Object	The proposals will NOT make the roads safer, for cyclists, or for pedestrians. They do not address at all the real problem, which is how cyclists move around buses at bus stops - that is the biggest problem for cyclists in the Iffley Road. These proposals are simply not appropriate for these type of streets. The proposal to remove disabled parking is totally unacceptable and discriminatory. It is quite unaccepatable to remove at lease some residents' parking - there is NO spare capacity in the side streets.
Object	The proposed quickways are not safely enclosed with barriers. I do not consider them safe enough to use myself or with my young family. Many other cities including London and Cambridge are installing cycle lanes that have barriers. Please reconsider the plans and come back with a safer set of proposals.
Object	The proposed routes which I like to cycle down already have cycle paths or low level traffic. The schemes implemented so far are badly thought through, eg Windmill Road. The big problem is pavement parking over cycle lanes, which you could easily control by CCTV.
Object	The removal of on street residents parking will increase congestion on already busy streets and will be counter intuitive - for example, those with residents parking permits on Morell Avenue that form part of the DV CPZ will then be forced to look for on street parking on the streets on which OCC want to impose the Divinity Road LTN, more traffic and more congestion. In general terms the removal of these spaces will encourage concreted over front gardens, again counter intuitive to Oxford City Council's tree planting aspirations and the idea of liveable streets as green and healthy places to live and walk. Until car ownership becomes illegal in Oxford this unfairly penalises residents. My other objection is practical, very few of the roads mentioned are wide enough for 1.5m cycle paths on either side, as these will be painted on and not physically separated the same thing will happen as on

	Windmill Road when traffic is congested, vehicles have no where else to go and therefore block the cycle lanes. This scheme again demonstrates the fundamental failure of OCC to get to grips with a joined up active travel strategy that focuses on enhanced public transport solutions to encourage those travelling into Oxford to leave their cars at home, without a reduction in the base level of traffic these schemes will not make roads safer or easier for cyclists.
Object	There is insufficient background. Where will the cars currently parked on the roads be displaced to? How will families access the playground in South Park? Will St Clements have the equivalent of a red route? and how will the businesses be serviced? The current cycle route implementation on Old Road/Warneford Lane is hopeless. Are you going to fix that? Will there be a cycle filter at the corner of Parks/ South Parks Road and why has one not been introduced? There are easy steps that could be taken to improve cycling so why have they not been done?
Object	There will be no traffic calming measures at all on Morrell avenue with these measures - the majority of cars, buses and taxis ignore the speed limit on the road and the only thing that is partially limiting them speeding up and down Morrell avenue is having parked cars on the road. I already spend have my time shouting a drivers to slow down whilst trying to keep my children safe - you have one (!) sign that tells people to slow at the top of the road and that's it!! I did not move here to live on an arterial road which is what it will come with your proposed measures. I am in full support of cycle lanes but don't remove the on road parking!
Object	These are major roads in oxford, with LTNs now in force there is more major traffic upon these routes. As well as the lack of parking there is anyway in oxford, removing street parking is an absolute no. Where are we supposed to park our cars if there's no off street parking or we have many members of a household who all have jobs to get to so each need individual vehicles to then have no where to park it.
Object	These proposals massively disadvantage people living and working along these routes as all the parking will disappear and be displaced to already overcrowded nearby streets. Faster cycling means reckless and aggressive cyclists will take over the roads and and make them unsafe for pedestrians. The proposed pinch points will cause traffic jams and increase pollution. The council does not seem to realise the impact of these proposals on people's actual lives. This will be the final straw for many residents.
Object	These proposals only benefit those able to cycle
Object	These proposals will not encourage more cycling nor provide safer cycling as advisory cycling lanes do not provide a safer means of travel. Reducing road space to absolute minimum widths (5.10m) whereby buses are unable to pass safely without entering the cycle lanes will not protect cyclists or other road users. Also, at peak times, queuing vehicles will have to obstruct the cycle lanes so cyclists will no doubt leave the cycle lane and go onto the footpath to continue their journey with possible conflict with pedestrians.
Object	They appear to be a half hearted gesture and provide no protection or real segregation.
Object	They are not needed. Windmill road us a prime example. The road was reconfigured and residents and local people were disadvantaged by parking removal and there is no increase in bike traffic, those who can cycle still cycle, those who need to drive still need to drive
Object	They will maroon many residents in their houses and they will be unable to have visitors, carers, workmen, etc. Traffic will be totally clogged on an already busy road (Morrell Avenue), which is also an emergency route. There is no room for cars on neighbouring roads.
Object	This consultation is totally biased towards cycling and I am wondering why I am being asked about Parks Road when I have not marked it as relevant to me. Incidentally the Warneford Road is not clearly marked either.
Object	This idea will massively increase traffic congestion and make life hell for car owners both when travelling and if they need to park in the areas affected. Few cyclists will use them anyway and even if they did common sense must be applied and the scheme stopped. Many people NEED to use cars and current and proposed council plans make life hell for them. The vast majority of traffic issues in Oxford and Oxfordshire have been caused by council policies past and present. The council cannot blame the motorist for the problems.
Object	this is a bad idea, we need new routes for bikes instead of squeezing them into existing narrow roads and creating worse traffic problems, i.e. improve the Thames tow path and routes across the gold course. removing over 600 parking spaces is going to hurt businesses and going to create havoc on side streets.

Object	This plan is going to cause congestion and inconvenience to emergency services, those who drive for a living, carers, health care professionals, people with disabilities and older people. Parking restrictions will also impact on residents. I have had bad experiences with cyclists who cycle fast as they are inconsiderate to slower cyclists, aggressive, intimidating and scary. It will put me off cycling as it is a health and safety issue especially if scooters use the quickways.
Object	This town is treating anyone with a car as the enemy. There is a limit to the number of people who can or will cycle for their work. With the wretched LTNs ruining the town losing parking spaces will really hurt businesses especially in the Cowley Road.
Object	This will greatly disadvantage disabled people. Parking is already extremely stressful & difficult in Oxford & this will make it much worse. I don't think many people will ditch their cars in favour of bikes, not nearly enough anyway to justify the loss of parking- especially in winter!
Object	We live on Cumnor Hill. Your current LGN scheme diverted buses 4 snd 4B, so my son cannot go to his school (Magdalen College School) by bus anymore - we have to use a car. Your new cycle lanes proposal is going yo ruin us even more! Not everyone lives and works in 15 min walking distance from their house! Generally, bus services in our area are not regular (LGNs made it worse as good routes for buses 4 and 4B are diverted and do not suit us anymore), by making driving so hard you are cutting us off from Oxford shops, dentists, theatres, restaurants etc). We also spend much less money on Oxford businesses as a result - the council will get less taxes! Please, return back to normality - what you are doing is making people's lives much worse (apart from very few Green activists who live in LGN areas!)
Object	What about community carers who travel by care up an down an all over Oxford, these ltn's have already causing a massive problem for.us an now wider cycle lanes an no parking , where are community carers suppose.to Park did you think of this ??? Absolutely disgusting
Object	Yet again, consistently with the behaviour of the County Council for decades, the consultation is a complete disgrace. not one resident of the Iffley Road has been given written notice of these changes. I *should* support the changes. i don't drive, I cycle. But there will now be a swerious backlash against them because of the failure to consult AND the failure to put in place an *overall scheme*. The Council's piecemeal approach is the worst of all possible worlds.
Support	An improvement but still short of segregated cycleways which will encourage more families with children to cycle instead of using their car
Support	As a cyclist I like idea, but worry that fewer parking spaces will cause some chaos.
Support	As a cyclist myself, I'm in favour of safe cycling routes, but only if they are well thought-through. Bikes should always have a minimum of 2m width, the same as cars. Space is vital, as cars often overtake too closely or don't look over their shoulder when opening doors. It is not helpful if trying too much, e.g. Magdalen Bridge, as it can put cyclists in danger if the cycle lanes regularly need to be obstructed by cars/busses. Another good example is Warneford Avenue, where the cycle lane is so close to parked cars, that it's actually quite dangerous to use this because cyclists are in danger of colliding into suddenly opened doors. It would be much safer here to give cyclists the full space of the road, rather than forcing them onto an unsafe cycling lane. Cycle routes should also be continuous and not abruptly end with no warning - a good example here is the Slade where cyclists practically run into a bus stop or suddenly end up on the road which may surprise drivers. Removing parking can cause issues for people with access needs, or for those who cannot afford parking fees in Oxford or, in fact public transport as that is often less affordable than driving. So if parking spaces are removed, then public transport and parking spaces prices need to be reduced. In some places, removing parking can also cause speeding, so measures such as speed bumps or speed cameras will need to be introduced.
Support	As a regular cyclist in and around Oxford, I support this proposal strongly.
Support	As usual the council plans lack ambition and are far too limited in scope.
Support	Biking is dangerous in Oxford, I believe it should be a lot safer and faster to bike than it is today. It's not right that bicyclists safety should be compromised for people who want to drive, as it is today. The roads are also not bike friendly, too many potholes and poor tarmac.
Support	Bringing the existing meagre cycle lanes up to the bare minimum standard is a start, but may not be enough. Without mandatory cycle lanes, and enforcement, the lanes will still be temporarily blocked by taxis, people unloading, or people nipping to the shops -- meaning cyclists still have to merge with motor vehicles. This will also happen at every junction where the lanes disappear. The "quietways and quickways" concept is flawed, suggesting that only "serious" cyclists should use the convenient direct routes, while less confident riders have to weave around back streets (with no obvious way across busy intersections). All roads need to be safe and welcoming for all abilities of rider.

Support	Could not support this more strongly. It is a total embarrassment that a city like Oxford is clogged every morning and evening with people travelling into Headington or into central Oxford for school runs. I totally understand why people are scared of cycling. The roads are not fit for purpose for cycling - as evidenced by the number of cyclists dying on the roads. We need proper park and rides around the city that are free. And then dedicated bike superhighways into Oxford - separated from other road traffic. There is no excuse here really. If you spend any time in the Netherlands, you can see how easy it is really.
Support	Currently, Oxford is overly designed for motorists. They park in bike lanes, they drive inconsiderately, and the fumes are toxic and deadly. Oxford needs to be reimagined. Those parts that have seen changes - eg Broad Street - are massively better places now. Cowley and Iffey need similar attention for our health and happiness.
Support	Cycling down Cowley road is currently stressful and dangerous. There need to be completely SEGREGATED cycle lanes in both directions along the whole of Cowley road.
Support	Ensure that cycleways are well surfaced (no potholes and gully gratings raised to adjacent carriageway levels.
Support	Essential if Oxford is to begin to live up to its self-appointed title of 'cycling city '
Support	Even though due to my personal circumstances I currently drive and walk more than cycle, I think that this would be hugely beneficial to the community. And if my circumstances change so that I am able to cycle more then I will also appreciate safer cycling routes.
Support	For me, however, the main problem in Iffley Road is the increasing amount of stationary or almost stationary outward-bound commuter traffic during increasingly lengthy rush-hour periods, especially in the afternoon. Most cars, many of them large SUVs, contain only the driver, and most are queueing to turn right into Donnington Bridge Road, which is often already full of vehicles that have turned left from the opposite direction. Few if any of these drivers switch off their engines. A Quickway will do little to obviate this problem, which could perhaps be better addressed by a congestion charge.
Support	Generally Support as Cycling infrastructure and encouraging less cars is important. However I feel some of the proposals would negatively impact local perception and safety. On Key and Busy routes such as Cowley Road & Iffley road the street furniture / parked cars are the greatest danger, so any cycle path/segregation would need to be enforced to prevent drivers simply parking there anyway.
Support	Good to show continued commitment to cycling in earnest.
Support	Great idea to provide safer, less polluted routes. Would like to see built-up kerbs to separate bike lanes from car lanes.
Support	Greater cycle infrastructure is important, dedicated and protected cycle paths away from pedestrians and motor vehicles should be the default and not "where possible". If it is not possible traffic measures such as one way streets or mode filters should be considered before simply painting a <1 m bike lane
Support	Have been campaigning for these and other active travel measures for decades. Glad the Council is finally taking notice! We see the council lose its nerve too often in the face of driver opposition, but has never lost its nerve re changing the status quo in the face of the lobbying of people who walk and cycle (the majority). Our time has come. Be bold!
Support	I absolutely love the idea. We need to do something to help pollution, climate change and increase fitness as well. I think it is a clear win win solution.
Support	I am a very strong supporter of this scheme, and encourage it to be more ambitious: why not close central Oxford to car traffic, to help ease congestion? It would be good if it were accompanied by schemes to reduce bicycle theft and increase locations for locking bicycles (currently too many on random lamp-posts, etc.)
Support	I am delighted, it's long over due. Quickways are exactly whats needed. I'm sick & tired of cycle lanes on pavements: They are impractical, not-continuous, you generally can't cycle as fast (to be safe with walkers), generally they have an inferior uncomfortable 'pavement grade' surface that also bumps up & down with the kerbs, so I generally ride on the road. It is important that cycling is allowed to be more efficient that driving a motor vehicle and Quickways will help to achieve this. The bicycle is my primary mode of transport, I try to encourage others to cycle also but safety is often stated as a reason not to by others.
Support	I am extremely concerned that Hollow Way has not been included. Car drivers have clearly been favoured at the expense of residence and pedestrians cyclists and bus users.
Support	I am generally in active support of anything that means more, safer cycling. Oxford is not adapted to car traffic, and drivers need to adapt to the demands of our changing world (I say this as a car driver myself). I am also a mother, and teaching my kid to cycle in Oxford is genuinely terrifying. I have also

	lost a dear friend in a cycle vs. bus accident on the Botley road a few years ago - it is long overdue that we make our streets safer for cleaner travel. Empathy for those who cannot cycle though - provisions need to be made for access. In my mind, a better bus transport network (esp. linking BBleys and Littlemore better to the center of town), more bikes and waaaayyy less cars and other forms of individual transport should be able to be combined as a solution.
Support	'I am in favour of them generally as they will slightly improve the cycling experience in Oxford. However, for me, the litmus test would be whether I feel they provide a safe enough cycling environment for my children to use, and I don't feel they do. I do not feel my 8-year-old son would be safe cycling to town by bike along a route that is only separated by painted lines which most of the quickways propose. A road like Iffley Road (especially with the removal of parking spaces) should provide enough width for a fully segregated cycle path, encouraging more bike users and less car traffic. Not aiming for this type of infrastructure is hugely under ambitious. A couple of other points: -There is a proposal to implement some markings for bikes turning right into Addison Crescent from Iffley Road. This is an improvement as currently I feel like a sitting duck waiting to turn. However, some solid infrastructure like a plastic bollard would make me feel safer. -The removal of parking spaces on both Donnington Bridge Road and Iffley Road is a vital improvement to avoid having to move into the path of moving traffic. However, this is likely to put even more parking pressure on surrounding streets where I live, which I think provides all the more reason to implement a CPZ in the area to prioritise those residents whose on-street parking options become more limited.
Support	I am strongly in favour of active travel policies but concerned this won't do enough to protect cyclists. We need segregated cycle lanes and radical actions to reduce car dependence (along the lines of Ghent).
Support	I am strongly in support of the project. I am someone who also drives a car, but cannot deny that there are drivers that do not take due care of cyclists.
Support	I am supportive, but more needs to be done to keep cyclists in the existing lanes as designed and off pavements. I find it almost impossible to walk up and down Banbury Road and Woodstock Road without fearing being knocked over and injured. One of my relatives was killed by a cyclist on the pavement. You also need to enforce current 20 mile an hour limits on side roads effectively.
Support	I am very excited about this plan!! Really appreciate you coming up with practical and SAFE ideas to get more people onto bikes! Well done, council!
Support	I am very much in favour of any plans to make cycling feel safer and easier for as many people as possible. Please do not spend this money on paint for main roads. If the lanes are not segregated they do not work. My personal priority is for my 6 year old daughter to be able to cycle safely in Oxford and unsegregated cycle lanes don't allow for this. I would also rather they linked up with the LTNs. Short diversions seem totally reasonable - e.g. Church Cowley Road should be diverted for cyclists through Florence Park LTN. Alternatively, I would support a two way cycle lane on the cemetery side of the road. There are so many driveways down the houses side, that I can't see how a cycle lane would work safely, especially for small cyclists. Church Cowley Road has also been very much affected by the LTN and I don't think them losing their parking and having to pave over their front drives is a positive environmental solution. Iffley Road and the upper parts of Cowley and Oxford Roads, in contrast, have a lot of large driveways and off street parking already in place.
Support	I both cycle and drive, current road layout often not satisfactory in either role as it changes all the time along routes, makes it difficult and dangerous to overtake cyclists but also difficult to stay behind them; as a cyclist and as a non-overtaking driver in tight spots there is pressure from other cars behind
Support	I do support the move towards more provision for cycling. However I do strongly believe that it does need to be segregated rather than lines on the road. Lines on the work road offer no protection. Often cycle lanes are not usable because cars have parked illegally in them or there is glass in the area or has been very poorly maintained with potholes. On my route there is a junction of the Cowley Road where cycles can turn into the road and cars can't filter. I'm only able to use this about 50% of the time because there's almost always a car parked there blocking my filter. If provision is going to work it needs to be protected from cars.
Support	I do support this but equally think the council needs to consider the impact of removing car parking spaces from those who have no alternative to on street parking. What are these residents supposed to do?
Support	I don't believe anyone wants to hurt a cyclist on our roads so making them safer for cyclists is in the interest of all road users. Making cycle lanes more prominent and reminding drivers to look out is in the interest of drivers as well as cyclists, and many people are both. However, as a parent I am

	concerned that the proposals don't make it easier for children to cycle to school more safely; they seem to be focussed on adult commuters and our children need to be encouraged to cycle now so that they become those adult cycle commuters.
Support	I fear that the implementation will be inadequate. Paint on roads often does as much harm as good, e. g. Windmill Road.
Support	I feel the proposal is worthy but does not go far enough. Quickways will only attract more people to cycle if ALL on-street parking along them is removed.
Support	I find the technical plans tricky to read, but as far as I can see there isn't much physical separation between traffic (including buses) and bikes on the Banbury Road part of the scheme, which is disappointing.
Support	I generally support the proposal but wonder how it can be safely implemented with the current amount of vehicles on the local roads. Where are the ever increasing local delivery vans expected to park? Removing parking spaces on the roads in question is just going to over-burden already crowded side streets, which are difficult to walk down (especially on bin collection days) with cars parked partly on pavements. It's usual to walk down the centre of these streets nowadays.
Support	I strongly support it. I know it's not without inconvenience, especially for regular drivers, but concrete action is needed to slow down climate change and reduce CO2 emissions. Oxford city centre can also be quite unpleasant to walk through as a pedestrian with so much traffic on the roads.
Support	I strongly support this proposal. It's an imperative both environmentally and to improve the safety and liveability of the area.
Support	I support a Dutch scheme and think it is time to prioritise cycling and walking over private vehicles. I cycle regularly for leisure but rarely to commute because the risk of being maimed or killed is too high. Within one fortnight period of commuting to work (via Worcester Street, George Street, Marston cycle path, Harberton Mead & Pullens Lane because I thought these routes would be safer than Queen Street, High Street, Headington Hill, London Road), I had the X5 coach pull out from Gloucester Green into me (I had to cycle around the front of the coach and the driver never saw me even then) as I was cycling along George Street one week and a chap taking an illegal right turn from Hythe Bridge Street to Worcester Street and aiming straight at me because I was waiting at the lights (to turn right into George Street) and he had nowhere to go as the lights were green for traffic to cross from A4144 (Worcester Street North) into Worcester Street (south). Obviously, these incidents were before the current measures at this junction. Previous to that, I'd had an elderly driver pull out at me from Osler Road into London Road when I had the right of way on London Road. Again, I had to cycle around the front of his bonnet and even though I was shouting at him, he never saw me until his passenger alerted him to my presence!!! For clarity, I am already in the act of passing these vehicles when they start to pull out into me because they were not looking in the direction of the traffic into which they were crossing (i.e. each was looking left and not to the right where they would have seen me). It was too late for me to do anything other than cycle around their bonnets when they pulled out into me. I was left wondering how many times I would cycle to / from work without being knocked off, so I went back to getting the bus or walking.
Support	I support broadly, but I am concerned that the proposals for church cowley rd reducing on-street parking, combined with planned CPZ for the area, may make it impossible for me to park my car, which I do still need to use sometimes. Am highly supportive of reducing speed limit and moving the bus stops.
Support	I support most the 20 miles and quickway proposals, however I do not support the trench 2 proposal of putting bus gates in middle of Cowley road and Morrell Ave. Seperate cycle routes would encourge more cycling, no need to stop cars altogether in Cowley road or Morrell ave by putting a bus gate.
Support	I support the proposals as they do improve infrastructure but they fall MILES short of what is needed. Bikes and other traffic need to be segregated. To do this you should consider one-way systems for motorised vehicles, road closures and controlled junctions to allow safer L and R turns.
Support	I support this but I really feel this is not enough. We need segregated cycle lanes in order to be able to cycle safely. I do not feel safe on the roads at present.
Support	I support this but only becasue the current provision is so poor. These plans lack any ambition and vision. "Our historic roads are too narrow". You know that is not true. There are many equally old or older cities (Utrecht, Groningen, Ghent, university cities like Oxford) with medival city centres who have segragted provision. The only difference is political will and vision. I support these plans because they might be a baby step in the right direction.
Support	I think it is also essential to make non-main road routes safer, even if not faster, eg NCR5, and change

	the priority of road users to pedestrian, cyclist, motors vehicle, as Govt plans suggest.
Support	I think it's vital that more is done to support cyclists. The situation on may roads, especially busy ones like Cowley Road, is unsafe and over-crowded.
Support	I very strongly support removal of all private and commercial motor vehicles from Oxford's roads
Support	I would like safe cycle routes suitable for all ages, including children to older people like myself, from all points of the compass into Oxford. I am concerned that a 20mph limit is too fast and will lead to accidents, especially if lanes only 1.5 metres wide. 15mph or 25kph is enough, and is the current limit for e bikes. They usually whizz past me, because they go faster than 15mph, with pedals disconnected from drive, illegal. Scooters also go faster and can also be a danger. I was nearly knocked over by a child on an e scooter in Rose Hill.
Support	I would like to see completely separate cycle lanes where possible
Support	If Abingdon Rd is not on the list I suppose it's considered already 'done', though I find drivers aren't respectful of the fact that large cyclist images are painted across the road in certain sections!
Support	I'm concerned about the desire to improve speed for a few routes when I would prefer the money to be spent on getting existing cycle routes up to a safe standard. Far too many cycle routes just end and merge you into traffic. Or are next to parked cars, or are too narrow.
Support	I'm not convinced painted lines will do enough to make cycling safer. Will the government give money for this when it has said it doesn't think paint is enough?
Support	Improvements need to be CONTINUOUS, not stop as they approach junctions etc. Cyclists need to be able to stay on the road, not have to stop at every junction as you do if the cycle track is on the pavement.
Support	improving cycling provision around the city is absolutely the right step to take. To promote sustainable travel and reduce congestion. I've had so many conversations with friends and colleagues who express that they would want to cycle more but don't feel safe doing so. Dedicated larger cycle lanes and removing street parking would go a long way to help most people feel safer and would stop vehicles passing by too closely.
Support	In general I support the proposal but I am concerned about the reduction in on road parking for residents without off road parking and carers visiting vulnerable people who live on these main roads.
Support	In principle I like that more is being done for cycling, but the available evidence is that paint at the side of the road makes cycling more dangerous, especially by making motorists believe cyclists have to stay in that area and they are safe to overtake right up against the 'cycle lane'. Often, giving cyclists the support and confidence to use all the road where that's appropriate is a much better option (assuming we're talking about roads where grade separation isn't possible). Where possible quietways are in my view also better than side of the road cycle lanes - these can be accomplished / enhanced with LTNs or similar.
Support	It is of utmost importance to encourage cycling for health and wellbeing and for climate change and the environment. Cycling is quicker than taking a car and there is good public transport in Oxford. Vehicular access should be restricted to public transport or disabled drivers.
Support	It will be vital to expanding our ultra low emission delivery services, keeping our staff safer when doing their jobs and means we can invest significant sums in green, sustainable and higher paying jobs in Oxford
Support	It would be fantastic if there was less traffic clogging up the roads and it was safer and easier to cycle as a result. I worry about the pollution from all these vehicles and also the disregard for safety shown by delivery vans along the Cowley Road, who park dangerously and speed along the road. We have a car, but we are trying to drive less and cycle more, especially now there are LTNs in our local neighbourhood which means the roads are safer for cycling.
Support	I've read Cyclox proposals and agree with them, especially constant 20mph limits. In my car am often confused.
Support	Just lines painted on roads. There'll still be people driving like dicks.
Support	Making cycling easier and safer is vital for the future of this city and the planet. So too is cutting the number of cars that drive into the city. This must I think mean making driving more difficult or expensive, while making the alternatives more attractive. It also means engaging with business and pointing out the win-wins. Just look at any Dutch city about the same size as Oxford to see what might be done with imagination and determination
Support	More people must feel safer in order to increase cycle rates. Driving into town e should be made more difficult to ease congestion

Support	More people will cycle if they feel that it is safe and convenient, which in turn will make cycling the norm and even more people will cycle. It is also important that 'bad', unsafe cycling should be monitored and discouraged and that care is taken that drivers/ motorists who don't cycle should not be antagonised by those who do.
Support	Not strong enough. Quick ways need to be at least 2.5m wide and fully segregated. This would be possible by making roads one way for motor vehicles or removing cars completely (as urgently needed on Cowley Road).
Support	Not well communicated
Support	On the Marston proposals I notice that when the road narrows slightly, the cycleway narrows but the car lane remains the same. I also note that there are still "disappearing" cycle lanes where the road is considered "too narrow" - essentially prioritising motor vehicles. This is not safe and reflects poorly on the Council's real hierarchy of road users. There are also no plans for LTNs or similar to stop rat runs through Croft Road, for example, and dedicate it to cyclists and residents.
Support	Oxford boasts about being a cycling city but the numbers are thanks to culture not infrastructure. It's embarrassing when visitors comment on the lack of investment in cycle infrastructure here. Getting cycling rates up at all levels will be a boost to our enjoyment of the space and health in many ways
Support	Oxford claims to be a cycling city, but it is so dangerous to cycle here (even though I cycle every day). I honestly would welcome each and every improvement for cyclists (though I greatly dislike the changes on Magdalen Bridge - those lanes did not need to be broadened, and now the buses don't have space and the cars are pissed off - both make cycling, yet again, more dangerous). Also, the pollution and noise in the city is terrible; it is not the welcoming city it should be, given the immense history and beautiful buildings here.
Support	Oxford is the cycling capital of the UK yet you'd have no idea if you looked at the state of the cycling infrastructure in and around the city. These major arterial routes connecting major inner city areas to eachother and the CBD are nowhere near the standard that they should be. I am in favour however there should be some changes to the street design that is proposed in many areas
Support	Painting cycle lanes does not make it safe for cyclists, as evidenced by people frequently using cycle lanes as parking/loading (St Clements a nightmare for this) and pushing cyclists into the roadway. Need segregation to make less confident cyclists like me feel actually safe-Marston ferry cycle path is the dream but wands would go a long way!! Bike training is well and good but what about driver training on recommended pass distance for overtaking cyclists?
Support	Please consider two additonal things. 1. There needs to be action taken against people who park in cycling lanes. Too often the cycle lanes are redundant as someone has parked in them. 2. Please try to build some kind of barrier, even rumble strips, to keep cars out of the cycle lanes.
Support	Please improve cycling safety in cowley Road!
Support	Please segregate all the way. Painting is not enough to provide security.
Support	Please, please do this AND MORE to move people out of cars and onto alternative forms of transport. It will be so much healthier for all!
Support	Principle supported and bikes need to be proritised. Segregation of road should be implemented and bikes clearly given priority at junctions. Traffic speeds should be enforced at 20mph, currently a fair proportion traveling at high 30s
Support	Quickways are a step in the right direction but it is important that wands are installed for proper separation of bikes and cars. It would also help if the cycle lanes can be painted a distinctive colour.
Support	Quickways are an excellent idea. As a Cowley Marsh resident, I support quickways wholeheartedly.
Support	Representing Rosehill low carbon group
Support	See general comment above. The comment about cycle routes also applies to most cycle parking: for example, (while I appreciate that these are arguably private) the parking at places such as the rail station and Oxford Brookes' Gypsy Lane campus does not allow room to get bikes in and out.
Support	Seems a good idea, provided the overall impact isn't just to fill the roads with angry gridlocked drivers at busy times of day!
Support	Strongly support. Enabling less confident and able road users to cycle is one of the essential steps to reducing private car use in Oxford (alongside demand management measures to reduce overall traffic volumes and help buses).
Support	Support - I've seen several accidents and near misses on Iffley road with cyclists . My son was nearly killed on the crossing
Support	Support with reservations. This has to be a first step towards proper segregated cycle lanes along main

	arterial routes. There is a lot of work to be done to improve safety of crossings for cyclists.
Support	supportive but what is proposed is lip service and does not provide real cycling infrastructure, it should be segregated so as to provide real safe environment and a car free alternative.
Support	The cycle lanes must have physical separation - white paint is not enough. One of the main problems with white painted lines is that overtaking drivers tend not to obey the recommended minimum 1.5m clearance.
Support	The key principle for me is to connect useful routes across and around the city, so journeys by bicycle can be as smoothe as possible. Changes also need to consider groups of cyclists, especially families e.g. there are existing journeys I make on my own as an adult by bike in Oxford, but would deem too dangerous to do with my children. That needs fixing.
Support	The proposed routes are not continuous. They are interrupted at various location (ie along Crowley Road). They will only be effective if there are no parked vehicles and parking restrictions are rigorously enforced (eg St Clements currently has cycle only lanes but they are always obstructed by vehicles day and evening. The removal of the continuous cycle lanes along Abingdon Road, through Headington etc are examples of how not to introduce cycle 'quickways'. Short piecemeal lanes are next to pointless!
Support	The safety aspects of these should encourage more people to cycle.
Support	The Windmill Road alterations are bizarre and dangerous for traffic. As a motorist the road layout is very confusing, especially the removal of central lines. Also delivery vans are going to be problematic. They are not going away unless banned and they will pull up in any cycle lanes unless there is a physical barrier - they have to if they are going to do their job.
Support	There are also other routes that should be considered. For example, there is no adequate cycle route for the timid cyclist between the Cutteslowe roundabout and Oxford Parkway/Sainsburys. A wider route here inside the fields to the east of Banbury Road could be a game-changer for commuters using Oxford Parkway and commuters entering Oxford from Kidlington. If this area is developed for housing, cycling connections need to be prioritised.
Support	This is a fantastic idea. It was a revelation cycling in the Netherlands during lockdown. People forget that Netherlands was like UK in the 1970s. This change came about from the people supported by the authorities. I cannot praise these plans enough. A safer cycling infrastructure is the route to getting people out of cars and onto pedal-powered transport. Particularly for smaller cities with limited space to expand roads.
Support	This is a positive improvement, but it would be better if it was more than just white paint, and it doesn't address the historic lack of enforcement of parking on mandatory cycle lanes.
Support	This is not enough. Painting shitty white lines on the road helps noone. Cars drive and park in cycle lanes every day and the council does nothing about it. I report cars parked in cycle lanes every week on the council website and never once has any action been taken. Painting a bicycle symble on the road does not mean you can dust off your hands, clap yourselves on the back, and declare it a job well done. Oxford's cycle instructive is a fucking joke.
Support	This proposal is incredibly weak. Oxford's cycle infrastructure is killing people. Paint on the road won't help.
Support	This seems very important and beneficial.
Support	This would be absolutely fantastic and essential to reduce the traffic, and increase the safety for cyclists.
Support	This would greatly improve my living comfort, safety, and wellbeing. Getting people to cycle requires good policy and safe cycle lanes. It's especially important cyclists and cars are not in each others way because they travel at different speeds.
Support	To reduce cars you need to have viable alternatives. That isn't expensive park and ride, its free park and ride. It isn't buses that cost more than parking, its cheaper buses (not more expensive parking - that just makes it easier for rich folk to find parking spots). It isn't stopping funding for RingGo on demand busses. Don't allow Westgate with 5000 spaces. So quickways - nice idea but obvs the bike lanes need to be wide and not measured from the kerb but from where the road surface is rideable (on Ifley road down to inbetween towns road its not even wide enough for the bike picture painted on them and the cheap re-surfacing has made a terrible/dangerous dip at the road margin) The junction coming off rose hill ifley turn into inbetween towns just crams 3 lanes (bike + 2x Car) into 2 - it nuts. Get some actual commuter cyclists on your team and/or get the plans reviewed by commuter cyclists and be prepared to change them.
Support	Very strongly support.

Support	Very supportive. There will be blind panic, but almost everyone I see in their sacred cars around here could easily walk, bike or get a bus. I find the dominance of the car quite objectionable.
Support	We have to make cyclists feel safer.
Support	We need to make cycling more pleasant in support of Climate Change mitigation, air quality and road safety
Support	We need to make Oxford's roads safer for cyclists, pedestrians and those with mobility issues. This means reducing the space available for cars - including mine! Traffic pollution affects me severely - I cycle in a pollution mask. We must reduce traffic thorugh the city.
Support	Why not also Woodstock Road? It is wide and there is a huge amount of vehicular traffic. Will you enforce the 20mph speed limit properly?
Support	You have said - Our historic streets mean we often cannot completely separate cyclists from the traffic. This is not true. If you make more streets one way there is plenty of space. The cycle lanes MUST be properly segregated with a physical barrier to be safe and to stop them being used for parking. There should be cameras and immediate penalties for cara invading the cycling spaces.Horspath drift way is segregated but not physical and there are always cars obstructing the cycle lanes.

R23_oth. If you strongly support or tend to support the proposed quickways, which of the following best describes why? - OTHER

View on proposals	Comment
Support	'- Making it possible for me to cycle with my children - currently too dangerous in many areas. Many of the journeys we make could be done by bike, but because it's too dangerous, we have to use a car, which is not our preference. - actually seeing some
Support	All of these things are important!
Support	Apart from general increased safety, more separation of cyclists from cars will hopefully reduce the amount of abuse cyclists currently face all too frequently, by an unfortunatelu aggressive subset of car users.
Support	As part of a wider strategy to: reduce private car use; ease free movement of people in and around the city; further support other measures e.g. LTNs.
Support	By offering better alternative facilities, the over-domination of the car in urban areas will hopefully be reduced.
Support	Cycling is fun! - a leisure activity.
Support	Discouraging cars for short journeys, which is far too common in oxford
Support	Enable staff to get to work quicker and more safely
Support	Encouraging new groups to cycle: younger, less fit, families, etc
Support	Finally putting money to the theory of the transport heirarchy!
Support	Gets more motorists out of their "personal planet polluters" and in to the fresh air
Support	I also cycle with my child and it'll hopefully make that safer. I try and stay off road with him as much as possible
Support	I cycle through Oxford nearly every day and this would make a big difference to me personally as well as to the city more generally
Support	I don't want my children - or anyone - to be hurt or die on the roads. Or die young due to air pollution. These schemes are essential.
Support	I want my children to grow up with the ability to bike safely around their own city, without being scared that they will be killed by a car.
Support	I want our children to grow up being able to cycle safely in our city, and to breathe clean air.
Support	I want our children to grow up being able to cycle safely in our city, and to breathe clean air.
Support	I worry that there will be an increase in traffic and therefore worse air quality. There should be more measures to encourage car sharing and reduce car ownership generally.
Support	It gives cyclists the space on the roads they should have got 20 years ago. And it gets rid of parking

	spaces that shouldn't be there.
Support	It will also make life much less stressful for parents like me, who are trying to get children to school and back by bike and currently have to navigate dangerous roads.
Support	It will make driving safer too.
Support	It will make it more possible to cycle with children. At the moment having to transport children makes me use the car where if I was on my own I would cycle.
Support	It's a first step on making Oxford a cycling city. Obviously much more needed as the council is still by far not bold enough.
Support	Less noise from cars/engines
Support	Less traffic and slower traffic makes it faster for pedestrians and young children
Support	Making cycling as transport possible for smaller children.
Support	Meeting the number one target on our corporate plan, decarbonisation. COP26 raises the bar and we're already far short. Much more needed. This is just the start.
Support	More cycling also = less NOISE pollution. + All the above reasons.
Support	My children will be much more mobile and local shops / cafes will be much more appealing.
Support	not practical to own a car in Oxford
Support	Oxford is sliding down the rankings when it comes to liveability compared to other cities in the UK and Europe.
Support	Reducing parked cars everywhere, making Oxford an inhospitable, ugly place to be.
Support	Reducing parking on routes
Support	Reducing school run car traffic and encouraging children to cycle more, and with greater safety
Support	Removal of parking on roads may help to deter people from parking on the pavement, a serious problem in Headington
Support	Safety on Oxford roads has to be the main message. There have already been too many fatalities. Oxford roads are not safe for cyclists.
Support	Safety, the satisfaction of avoiding traffic jams, the absence of need to find a car park space, are the key factors that will encourage inexperienced cyclists to use quickways. Altho not a very speedy cyclist, I usually average 10 - 12mph, I love the na
Support	Safety. But, "quickways will make cycling safer"... will they? Is this proven?
Support	The 20mph speed limits are the single most important aspect of the proposals to improve cycling safety. The wider cycle lanes and narrower motor vehicle lanes play a vital role in making drivers feel less comfortable driving above 20mph so they are less
Support	The more road space given over to pedestrians and cyclists the better. At present roads are still dominated by both parked and moving vehicles.
Support	the roads are shamefully broken and need upgrade (level them, potholes remove)
Support	These proposals are incredibly weak but any cycle safety intervention is welcome.
Support	These proposals seem more realistic and sensible than attempts to remove cycles from the road at the expense of pedestrians such as the 'access to Headington' folly which many motor vehicle users simply see as the council clearing the way for them to driv
Support	These would be of huge benefit to all residents of Oxford!
Support	They may not achieve any of these goals, but will at least signify that a greater priority is being given to cyclists' right to be on the road.
Support	Tilting the playing field away from cars will encourage more people (including me) to consider living without one. And more people riding bikes might also accelerate desperately needed road repairs which are a massive hazard and disincentive at the mome
Support	U.K. cities are prioritise cars. They were not built for cars. There is not enough space for cars and we need to prioritise means of individual and group transport. Cars are very inefficient form of moving individuals around cities/towns
Support	Very slight safety improvement but MORE needed!
Support	We are moving into flexible working at the university, which means more need to make trips back and forth between working at home and coming in for meetings, etc. Currently my route into work is not safe.
Support	We have a young family and use a bike trailer. The cycleways would make this a safer experience as

	currently the cycle lanes are not wide enough to accommodate us at all times and we get pushed over or not given enough room. It would also encourage us to
Support	We have to do this. We face an existential threat. We cannot continue to burn fossil fuels.
Support	We need sEGREGATED cycle ways to encourage people to cycle. It must be safe and be perceived as safe to cycle.
Support	Will allow me to cycle with my children more and further
Support	You need to make walking safer too.

R24_oth. If you strongly object or tend to object to the proposed quickways, which of the following best describes why? – OTHER

View on proposals	Comment
Neutral	Painting lines on a road is insufficient. Proper segregated cycle lanes are required. Whilst this is not possible everywhere due to the width of the roads, it is possible in a number of locations. Save the money until you have enough to do it properly.
Neutral	That this may cause more traffic congestion rather than reduce it.
Neutral	Traffic impact after they have been installed.
Object	1. Unnecessary removal of a large number of parking spaces, where they are currently not causing any problems, and where removal will cause problems for residents, visitors, tradesmen, etc., without really providing any benefits, apart from allowing a min
Object	All of the above and it really is unnecessary as I do not think widening existing cycle lanes would be half as advantageous as levelling pathways and installing dropped kerbs on both sides of the pavement would make a vast improvement allowing elderly and
Object	Already cannot park close to home due to lack of parking, this scheme would worsen that situation for many residents. There is also limited parking at the mosque around the corner from our house, and this would cause difficulties for people getting to wor
Object	Although well intentioned, painting a few lines on the roads will do little to promote cycling or keep cyclists safer. I dont believe the resources will be in place to either police parking on double yellow or the 20mph speed limits.
Object	Amazing that none of the objections offered above are about safety on the affected roads. That is my major concern, and apparently is not even on the council's radar.
Object	An open street without the impact of parked vehicles encourages drivers to drive faster. Parked vehicles provide a disruptive effect. The proposals make these roads more dangerous as I have so often seen when on an empty road cars come flying down with sc
Object	Arrogant cyclists imagining it is their right to cycle unimpeded (not needing to stop is a priority behind this divisive, selfish scheme?) is highly aggravating to those of us who have to be motorists. The idea that people who reside on the main road and
Object	As a cyclist who lives on Morrell Avenue, I don't believe the proposed cycle lanes will benefit cyclists. On the contrary, I believe they will encourage cars to speed, making it more dangerous for cyclists, especially cyclists that need to turn into drive
Object	As a frequent cyclist I feel able to safely negotiate the routes as they they exist. I like there to be some Road parking for visitors and business customers. Current on road parking on my street, Morrell ave, act to calm and slow traffic. Some homes o
Object	As before, there are no nearby roads with space for over 100 extra cars.
Object	As previously stated - this is just a mandate for the cyclist lobby - this proposal will gridlock Oxford and will not encourage more cycle use.
Object	Buses: I use this road in both directions for the bus as part of my daily commute. I worry about the impact on traffic for bus commuters. I also don't see the practicalities of a quick way when buses have to pull over every few hundred yards. This is a bu
Object	By removing parking spaces you will have a negative effect on my business as customers are no longer able to park.
Object	Concern for patients visiting the Warneford Hospital. Not being able to access Parking in Morrell Avenue will cause difficulty and distress

Object	Cowley Road and St Clement's are both destination AND local shopping neighbourhoods. I live near Charlbury and it's not practical (however much you'd like it to be) to have a night out in Cowley Road at night if you go by public transport (from where I l
Object	Crossing the road
Object	Current parking arrangements reduce the speed of traffic. This proposal means that traffic will be free to move at great speed up and down Morrell Avenue. The only thing that slows them down at the moment is the bays of parked cars. Greater traffic speed
Object	Cycle lanes always cause more traffic build up on main roads which in turn causes more pollution and carbon emissions.
Object	Cycling quickly at 20 mph when there are other slower cyclists on road is dangerous
Object	Cyclists in Oxford lack discipline as they are not accountable for ignoring road safety. As a pedestrian first and motorist I have to daily deal with pople cycling on pavements, not respecting red lights nor crossings. I was knocked down by a cyclist igno
Object	Death is wildlife. Decrease value of house.
Object	Discrimination
Object	Discrimination against motorists in an already discriminate city
Object	Drivers of cars are entitled to drive jst as much as people who want to cycle. The mere fact of parking being removed is taking away the freedom of choice from people who want to drive.
Object	Ease of access to important places for Disabled
Object	Effect on local businesses. Current parking restrictions are not sufficiently enforced, this should be the priority!
Object	Either do it properly - with the cycle lane properly separated from the rest of traffic, with continuous cycle lanes, with proper enforcement of the rules of the road (no parking on cycle lanes) etc. or not do it at all. It can be done -- all you have to
Object	For reasons above. This plan is putting every type of vehicle onto the main roads, when the LTNs should have reduced overall traffic and encouraged cyclists and walkers to use the LTN roads. They haven't, I don't think the LTNs have done anything except
Object	Gardens are going to be covered with concrete left right and centre, where possible
Object	Generally cloging all the roars up making it impossible to get to/from work.
Object	I am all for making cycling easier in oxford however I think these plans are OTT. I cycle a lot, its my main firm of transport. What I would like is NORMAL sized cycle lanes (as most roads already have) with NO POTHOLES! I find most nervous cycling where
Object	I am unconvinced of the need for the quickways. This proposal seems to completely ignore the fact that many people need to use cars to conduct their business and cannot switch to cycles. It does not seem like an equitable solution.
Object	I am very concerned that the introduction of cycle lanes will affect the trees some of which have been here for the last 100 hundred years. How many people actually have the stamina to cycle up Morrell Avenue more than often they push their bikes up t
Object	I am very opposed to the plan as it is unfairly removing so many car parking spaces. Many are absolutely vital to residents & for customers visiting businesses. Also many of the car parking spaces being removed are close to Public Parks (e.g. South Park)
Object	I have a disabled teenager who has daily seizures. Taking away the parking around Cowley rd stops us from shopping, visiting friends etc. Not to mention taking away parking from those less able who don't have drives
Object	I live in the city of Oxford and need to drive to work (too far to cycle and without extensive public transport). I agree to the principle of cycle highways but this should NOT be associated with reduced speed limits on roads (this is a totally different
Object	I object because it just won't make any worthwhile difference to the number of folk cycling or their speed - which seems to be an issue for the council. It can only have a negative impact on residents, on the already ludicrous traffic speeds, on buses and
Object	I object to removing parking spaces near South Park (and any public park). Your anti-car schemes do not account for people that are disabled but who do not qualify for a disabled permit. My wife broke her ankle a few years ago while walking and we had
Object	I swear you've never even visited these roads to identify if there is a problem before implementation of your seriously dangerous solutions to non existent problems

Object	I think this misses the point in encouraging cycling - the most important thing is safety. Quiet ways should be promoted for cycling where possible, and main roads 'quickeays' only developed where there is no alternative (e.g. Very top part of Iffley Roa
Object	If the proposed option to close the cut-through the central reservation opposite 471 Marston Road was implemented, I would have to drive a long way (up to Headley Way, along Cherwell Drive, turn left down Old Marston Road, in order to turn south down Mars
Object	If you live outside Oxford and travel in for school you can't cycle! It isn't practical with bags or instments or sports kit. For the same reason you can't get on a bus with all that kit either!
Object	If you remove parking spaces more people will ignore them and park there, particularly in the evenings. This already causes me concerns as I then have to swerve into the car lane and out again. These quick ways will force more people to park in the cycle
Object	Ill-conceived and low-rent plans which will increase risk for cyclists and well as other road users, not least pedestrians.
Object	I'm worried that there will be more congestion and pollution on Iffley Road due to the space for vehicles being narrowed so that 2 buses can't pass. Also I don't think a 20mph limit is needed at quiet times. We'd do better to enforce the current 20mph and
Object	Impact on traffic once built - will make traffic move faster not slower as there will be no obstructions. Try riding a cycle down Headington Hill with the buses and lorries thundering past. A cycle lane will not make me feel safer, quite the opposite.
Object	Impedes traffic.
Object	Impossibility of parking in the residential street which is Iffley Road
Object	Impossible to park the car and use local facilities or business while the nearby car parks are already reduced parking space significantly for housing development. The narrowed road will make the road more congested along the already more congested due to
Object	Inadequate space left for motor traffic on narrower roads.
Object	Increase already increasingly bad congestion on Iffley Road
Object	Increased car speeds and hazards to cyclists
Object	Increased speeding - with no resources available for control - on an emergency vehicle/bus/and journey to school/university and sadly commuting route resulting in a much more dangerous environment for pedestrians and cyclists
Object	Insufficient information
Object	It adversely effects more people than it helps and is delusional to expect car owning residents to suddenly give up their car and cycle. The vast majority of those affected need their cars for work, essential journeys or are physically unable to use alter
Object	It is a waste as you are never going to make it safe for cyclist who do not follow the rules of the road. Classic Examples that happen all. 1) No lights between Sunset and Sunrise (90%) passes the house 2) Kerb hoping 3) Fails to stop at Red lights withou
Object	It is a waste of precious Council money, there are many other much more important uses for scarce funding resources, let alone the disruption the work will cause while it is done. Nearly all the routes you have mentioned are already the best cycle routes
Object	It is the long-term effects of these plans, not the short term inconvenience while it is being constructed, that I object to. Where are the 132 cars that currently park on Morrell Avenue and Warneford Lane going to go? Or the 195 cars belonging to peopl
Object	It will impossible to park anywhere near my house - the side streets are already rammed with cars - this is a ridiculous idea - it is going to make the road less safe - cars will speed up and down the road - you have not proposed any traffic calming measu
Object	It will make life unbearable for tradesmen having to work in those roads as well as residents who have no actual alternative parking. It will also badly effect local traders who depend on people being able to park for a short time.
Object	It will put off customers from outside Oxford coming. If your main aim is to turn Oxford into a student campus then quick ways will do it.
Object	It would cause chaos, just like the completely stupid LTN's that make drivers use longer journeys! Tradesmen also work in the area but this idea would prevent that and prevent businesses from operating!
Object	It's a poorly thought out option. Slowing cars down and painting some white lines does very little for safety. The road environment needs to make drivers travel at a slow speed automatically. Driving at

	20mph on a wide road with decent visibility will res
Object	Lack of parking impact negatively on my business particularly as the majority of my clients are elderly. We have already lost a large percentage of parking i this street due to redevelopment of the car park.
Object	Likely to result in any remaining front gardens on affected streets being paved and turned in to car parks, detrimental to the environment.
Object	loss of trade as people can't park to access businesses - this will kill the independents on cowley road
Object	Makes it dangerous for traffic to pass safely, making buses less reliable hence pushing people away from buses (Magdalen Bridge for example)
Object	making the road faster for vehicle traffic and making people pave over their front gardens
Object	Making the roads faster for cars etc.
Object	Making the roads quicker for cars as no cars parked on these roads.
Object	Many people do not have the option to cycle due to their personal circumstances. To think you will force people out of there cars on cycles is nieve in the extreme
Object	More congestion and pollution as eith LTNs. More dangerous uninsured irresponsible cyclists going faster posing a real danger to pedestrians
Object	Morrell Ave is on a steep hill. Going down the street at 20mph is crazily dangerous, and would be even more so with increased traffic. Going up the street at 20mph would be Olympic cycling.
Object	Most of the roads that are selected are perfectly fine to cycle on and I do frequently with my 9 year old son. There are a few idiotic drivers but they will continue to be idiotic with or without quickways
Object	Multiple cars in household and there is no parking available. Morrell Avenue is already a 20mph ZONE and bicycles can ALREADY travel safely down it. There is absolutely no reason for a cycle lane to be implemented on this road. Everyone in my household WO
Object	My carer has no parking space to park when they visit me.
Object	My daughter's nurses need to park close to the house
Object	My work involves visiting homes in oxford, it will impact my livelihood to have roadwork disruptions and slower speeds on such main access roads
Object	Narrowing roads at pinch points would slow traffic and cause tailbacks and create more pollution for us all to breathe in especially those of us living on main roads.
Object	No parking for visitors/ elderly family members No parling for events Dangerous speed already for bikes, cars& busses racing down Morrell Avenue. Ot will get even worse if parking soacrs are removed. I need to load my car for work so need close parking sp
Object	No thought for parking for blue badge holders of which I am one.
Object	Not enough cyclists use this Avenue
Object	Not needed waste of money
Object	On Morrell Avenue in particular, there is no obvious problem that they fix. The road is quiet and wide, and the removal of parking appears gratuitously antagonistic.
Object	On top of the reasons above which are disturbing the lives of local residents who need cars to get to work etc, this proposal is very inconsiderate to the local businesses, retail and not only. You can't expect all the customers of various restaurants, ca
Object	Oxford desperately needs safer cycling routes along major routes such as those proposed for Quickways. However, the proposal is a feeble, half-baked response and likely to prove ineffective.The combination of un-segregated cycle lanes and roads narrowed t
Object	Oxford is not well networked for roads as a baseline- making a journey includes making convoluted routes in any case and is already impeded enormously by LTN and every journey involves roadworks on already narrow roads. There are plenty of cyclists and cy
Object	Painted cycle lanes and painted cycle symbols are not infrastructure. They will increase traffic speeds and increase the dangers to cyclists. PLEASE REMOVE ALL PAINTED CYCLE LANES. Evidence shows they are counter-productive.
Object	Parking and traffic impacts will not be limited to the time during which the quickway is being installed; they will be permanent. I am concerned that the narrowing of the roads will make traffic worse by creating more pinch-points, with a consequent incre
Object	parking for the Cowley road night life will be severely reduced, and also for Iffley Road life in the evenings
Object	Part of an ideologically driven anti motorist agenda.
Object	Please note.Potential negative impacts. Parking on verges.....disaster for verges and mud and mess for

	residents Parking across pavements…..hazard for pedestrians Removal of the few environmentally friendly fron gardens to create concrete parking bays Incre
Object	Please see my comments in the box above. Also... I can't find out what effect removing the central line marking is supposed to make. I think it will just confuse the issue and muddle up motorised traffic and cyclists and scooters. If there isn't clear se
Object	Pubs and businesses on/near Cowley Road and Iffley Road rely on visitors from outside the immediate area and would not be sustainable if parking is removed.
Object	Real traffic issues yet again ignored. Penalising residents because council is scared to say no to more big employers encouraging yet more jobs into congested areas. Collect the data people.
Object	Reducing off street park on these arterial routes will have negative impact on local independent businesses.
Object	Reduction in parking would impact people with limited mobility who live on these roads and already face difficulty in parking close to their home. The reduction in parking given the number of local places of worship would also lead to parking moving onto
Object	Removal of disabled parking - not acceptable. Removal of residents' parking - not acceptable, especially given current high level of Council Tax Proposals would make it near impossible for visitors or workmen coming to the house.
Object	Remove vehicles will speed up traffic as in Windmill Road where speed limit is not enforced. So waste of money.
Object	Residents parking on Iffley Road will not be "harder" - it will cease to exist. Satisfactory measures to address this problem must be fully established before quickway proposals are taken any further.
Object	Rewarding Oxford's terrible cyclists
Object	see above - these are cosmetic changes that will in practice not help cyclists, will slow buses down, and will risk head-on confrontations for motor vehicles (they are on main roads!). Although not so named, the equivalent has already been done on Windmil
Object	See above: You state but have not proven that it will reduce pollution and make cycling safer. I would argue the opposite on both country.
Object	See also my comments above. I am only objecting to the Quickway proposed for Morrell Avenue and Warneford Lane. As above, there is already a quickway down Headington Hill; removal of all parking will affect residents and visitors to South Park (also taxi
Object	see next answer
Object	Simply unnecessary in this cycle-friendly City. The main problem faced by many young and older cyclists is the reckless behaviour of other inconsiderate cyclists. The plans do not, cannot, address this. 1.5 metre lanes will have cyclists competing for les
Object	South Park has no parking we need spaces kept on Morrell Ave and Warneford Lane.
Object	Speaking as a keen cyclist, "quickways" chase completely the wrong priorities and are therefore a waste of money with negative impacts on the community and little benefit for cyclists - see my previous comment.
Object	Speed limits are not observed (ie 20mph coming up from the Plain to Iffley Rd) and signage is absent. Existing system/bike lanes work. Traffic as a result of changes will make routes such as Iffley Road intolerable for residents both in terms of air quali
Object	The above options perfectly illustrate your bias towards cars. I strongly object to these dangerous and useless designs that do not comply with LTN/20 or any modern principle of active street design.
Object	The anti car agenda is clear- but the cycle lanes already in place are almost always empty - but cyclists on the road with the traffic- you need to survey the actual usage of the lanes e.g on Headington road and Donnington bridge - it's hard to spot a cyc
Object	The clearance of most cars has resulted in vehicles increasing speeds and the reduction to 20mph is totally ignored. The traffic only used to do 20mph before due to the parked cars being a hindrance to speeding . The police do not have the resources to ch
Object	The council is very anti car and I feel this is primarily aimed at making it harder for drivers and only secondly is it about making cycling easier.
Object	The impact it will have on local small businesses, the disruption it will cause. It won't stop people driving or driving more slowly, it will just push the problem elsewhere. Oxford doesn't have the public transport infrastructure to support something lik
Object	The objectives are good, but the proposed design will not meet the objectives: 1) Advisory cycle lanes do not make cyclists safe, nor will they feel safe enough to encourage more people to start cycling - they are

	frequently ignored by drivers 2) Experien
Object	The problems that I experience with traffic on Iffley road on a daily basis are not going to be resolved by anything in this proposal. Cars, motorbikes and vans speed ridiculously on our stretch of Iffley road. Changing this into a tree lined boulevard w
Object	The theory of quickways (and LTNs, rewilding, etc.) is admirable but the implementation must be appropriate to local conditions and needs. Oxford city simply doesn't have the infrastructure to accommodate these ideas, and the Council should prioritise wor
Object	The whole of East Oxford will come to a standstill. With the impending LTN's the traffic is horrendous. OCC need to use more carrot and less stick when forcing cars off the roads. We all know we need to reduce our carbon footprint but forcing it on people
Object	There are no spaces to park in nearby streets now so this scheme will prevent a lot of people owning cars when they really need to have one.
Object	There is already a segregated cycle path on marston road. Installation of a quick way seems like a waste of money and to the detriment of other road users
Object	There is no or very limited parking on nearby streets as it is so parking will become impossible and not everyone can cycle.
Object	There will be an increase in off road parking spaces created from front gardens reducing drainage and pollution absorbing greenery. I also think the quick ways set up separate runways for both motor cards and cyclists, making roads faster for both and mo
Object	These cannot work in conjunction with Ltns remove the barriers then resconsult. This would make a plan like this work much better if those who need to park had access to the side streets and the quickways easily bought into. At the moment all of these rou
Object	These ideas will not reduce cars no increase cycling, it will just increase the cost of travel for people who cannot afford it by increasing demand for a smaller number of spaces.
Object	These roads already congested because of its further down the road, this will make it even worse
Object	They are not safer for cyclists, they will not enhance well being, they could change the whole ambiance of an area for the worse e.g. taking away front gardens to use as parking. Disabled people would have to travel longer distances to their homes or wher
Object	They are only designed for confident cyclists so will not increase families and children on bikes
Object	They are unsafe as cars can too easily hit cyclists in them. I will not use them despite cycling being our preferred transport. The current proposals would be a waste of money.
Object	This is a missed opportunity to provide a genuine benefit for cyclists instead it seems driven by virtue signalling whilst sacrificing other road users/functions needlessly. The focus of the cycleways is on roads where they can be easily implemented and o
Object	This is being considered before other necessary measures. Cycling remains relatively unappealing while bike theft remains high, while there is a lack of focus on safety for all road users - including more measures to regulate cyclists (while many are cons
Object	This is too focussed on removing cars. The money could be better spent assessing the whole solution and not putting drivers against cyclists. This survey is biased in it format and approach. PLEASE think again
Object	Total lack of democracy- where is the majority support for this in the affected areas? Is this basically a proposal by the cycling lobby which does not represent the majority of Oxford residents. I have friends who live on the proposed Quickways and I wil
Object	Traffic impacts after quickways have been installed. If traffic is not reduced because car users contnue to choose to use cars, then the impact of quickways will be negative in terms of car emissions, traffic congestion and the well-being of road users ge
Object	Traffic impacts after the quickway has been installed.
Object	Traffic impacts AFTER the scheme has been imposed
Object	Traffic jam increases
Object	Traffic will be disrupted and parking lost for the benefit of a few cyclists.
Object	Trouble for disabled neighbours being able to park
Object	Unable to park to access services and facilities of local businesses, or to visit friends/family.
Object	We are a house of medical staff who are on call several times a week. We all need constant close access to our cars so we can get to patients quickly
Object	What % of people living in Oxford works in Oxford? What % of workers in Oxford hospitals need to commute? Cycling is not something that is going to solve the problem of traffic, please look at improving

	and subsidising public transport for residents and w
Object	When dealing with an electricity fault we need to attend as quickly as possible and have access to all assets 24hr a day. We are concerned access for our vans, reinstatement grab lorries, tarmac hot boxes will not be possible and customers may be off sup
Object	White paint does NOTHING for cyclists. In fact all the evidence points to vehicles passing faster and closer. Separate traffic, or don't waste our money.
Object	Why is the parking for residents who are losing their on street parking, not an option above?? This is the main concern. You take the busiest roads and dictate that everyone who lives there has to park in their front garden, THEY ALL HAVE TO CROSS THE PAV
Object	Will force traffic to be even more congested causing more pollution and road rage, if you want less cars then discourage visitors and students to come in such large numbers. This is the same scam as the LTNs, the council just wants to implement a congesti
Object	Will slow down traffic, not magic it away. This will create more emissions, with cars queuing in the Iffley Road during peak times, creating problems for pedestrians and shoppers
Object	Windmill road had its car parking areas cleared for cyclists resulting in the roads becoming a raceway and cars increasing their speeds. 20mph signs are a waste of time unless enforced and the police budgets are such that they can’t enforce speed limits
Object	Wrong priorities to support cyclists
Object	You are not thinking about people who need to commute by car
Object	You are removing a great deal of parking near one of Oxford's primary arts venues -- St John the Evangelist on Iffley Road -- which is extremely hard to reach by public transport. Many of its customers are elderly or simply do not have the capability to
Object	You don't put in traffic impacts after it is installed? Of course it's going to be another disaster for traffic in East Oxford just like the LTNs are. Who does the traffic planning for this council, its attrocious.
Object	You haven't consulted properly. Again. The substance is neither here nor there,
Object	You will speed cars up making it more dangerous for cyclists and pedestrians

R25. Do you have any further comments that you would like to share in relation to the proposed quickways?

View on proposals	Comment
Neutral	Although these might be good for confident cyclists but do nothing to encourage older generation to change from car to bike.
Neutral	As above - the fundamental issue is the OUH car parks (4646) with very cheap parking for staff, and 2ndry the Westgate etc. There is an over concentration to "getting to Oxford city" - MOST employment is now in Headington see: https://headingtonheritage.wordpress.com/current-issues/hospitals-kill-and-cure/ So this all roads lead to Rome strategy is not helpful or consistent with the facts.
Neutral	As above . The truth is cyclists are the minority and always will be the minority . Have to consider car users . Also money should First be spent on secured locked bike sheds with CCTV. I will not cycle to Cowley Centre now as I have had bike stolen from there . Until the issue of the bike theft is addressed you will not get more able people to cycle
Neutral	Before you build quickways why don't you mend the roads (eg woodstock) and improve paving on existing cycle lanes? If these were better more cyclists would be able to use the cycle paths (rather than the road) and it would be safer to do so. The potholes/dips are dangerous for both cars and cyclists.
Neutral	Could the Woodstock Road be included please.
Neutral	Cyclists are not the only ratepayers. Motorists need to be able to park and drive too.
Neutral	Has any thought been put into finding alternative routes for cyclist, instead of just nominating the existing main roads? I usually use Cricket Rd/Rymers Lane to get to Oxford Science Park etc., is it feasible to expand or run a quickway next to the Thames Path, over Angel and Greyhound Meadow, along the railway, across University Parks... I'm not a fan of 'encouraging' alternative modes of transport by making car journeys a nightmare, much better if it just improves conditions for the alternatives without detracting from cars. But it is more expensive, as it requires more actual construction, rather than just a bit of paint.
Neutral	How will these be assessed with regard to being a success. Will the number of cyclist use the route be monitored, and is there a minimum base level of use that must be met for them to be deed successful? Furthermore if they lead to more and longer polluting traffic jams what wil be done. Finally, will pollutions levels be monitored? To show if CO2, NOx etc increase, decrease or are not affected.
Neutral	I am a resident. Parking on the road I live on (Hurst Street) is already difficult, the road is consistently full and at some times of the week difficult to park on. Reducing or removing student's ability to have a parking permit would help alleviate the inevitable pressure of residents' cars from the quickways being pushed onto nearby roads. I am in support of the quietways but don't understand how they will be implemented on roads which are already narrow with 2-way traffic, eg St Mary's Road. As a cyclist you constantly have to wait for cars to pass, and are often forced over to parked cars by drivers who will squeeze past regardless of the space available to a cyclist. Will these roads be designated 1-way? I'm also concerned that making St Mary's a cycle quickway will increase the density and speed of traffic on Hurst Street.
Neutral	I am very concerned that making Iffley Road even more a major artery in East Oxford and taking away all the parking spaces will have the unintended consequence of making it impossible for traffic to flow and causing even more air pollution as a result. BIkes are likely to travel even faster than the cars and make it difficult for pedestrians to cross the road safely.
Neutral	I believe Oxford needs a massive change to make it safer for cyclists, such as Wider lanes and one direction roads. That way cars and bikes could share roads in a safer way. However, eliminating the already limited number of parking spaces in some residential areas is not helpful at all.
Neutral	I don't believe it will make a significant difference compared to the status quo and only delay major changes that are needed. Other medieval and car focused cities managed the transformation to separate secure bicycle infrastructure before and showed that it is possible. Bikes sharing roads with cars is not save and won't be save with the quickways. The oxford map shows plenty of undeveloped stretches that can be used to connect the outskirts to the city center with dedicated save bicycle infrastructure. I'm sure you are aware of success stories of other cites and can implement what they did but here is just one example https://www.youtube.com/watch?v=Uhx-26GfCBU Though privately

	owned cars have to be largely phased out in the near future, this does not need to happen by blocking their way with bikes and triggering a car vs. bike conflict that distracts from real sustainable solutions.
Neutral	I don't care about getting somewhere quickly. I do care about getting there safely. Just adding wide cycle lanes or pictures of bikes on the road DOES NOT improve safety. Cars are not just going to magically disappear or pay more attention to cyclists because there's a nice picture on the road or thicker lines. The LTNs have made traffic worse - there's only one route cars can take. Church Cowley Road is jammed and dangerous for cyclists and pedestrians as all traffic is forced down it. You are telling people to 'park on side roads' so side roads will now become clogged with parked cars, reducing visibility and space for cycles. Not mowing verges has reduced space for cyclists and pedestrians, given us obstructed views, greatly limited crossing places and narrow, slippery paths. Are you expecting people to pave their front gardens so they can park? How does that fit with the councils so-called green credentials and the excuse for not mowing verges? What about road surfaces? Church Cowley Road has appalling road surfaces near the kerb. The fancy orcas and wands will force bikes into the uneven, potholes, gravelly areas, again you are making things WORSE for cyclists, not better. We are currently reeling under the number of consultations about roads and traffic. LTBs, CPZs, long verges, quick ways; its too much, too scrappy. Each thing just seems an excuse to change, spend money the council doesn't have and cause grief. And what is the point of the consultations if they aren't listened to? If the majority of respondents are against something, it still goes ahead. Claims are made about 'people asked for it' with no stats to back this up or because the wrong question was asked. I would like all these initiatives to pause. Pause long enough to properly explain how it all fits together and why these options are being proposed and how they will interact in a holistic manner, not piece meal. I want to see clear reasons, looking at every possible aspect, why each option has been chosen. And sorry but your Active plan does not go any where near explaining them fully.
Neutral	i don't think it's going to work in terms of vehicle owners losing parking spaces, it is already a problem as most properties in east Ox don't have drives.
Neutral	I doubt whether they will make much difference. Most of the on-road cycle lanes I currently use are blocked on a daily basis by parked cars. I see nothing here to suggest that the same thing won't happen here.
Neutral	I indicated my position earlier. I am more concerned about the inevitable growth of traffic in Iffley Road and the consequent pollution. Under the low traffic neighbourhood scheme the traffic in Iffley Road will certainly increase. This should actually be part of the consideration of the Quick Way proposals and they are skewed because it is not. Further, i have had no notification of this through our letterbox, which i understand should have happened
Neutral	I live on Cowley road with 4 young children and no off street parking. I'm concerned the proposed plans would mean losing parking near our house
Neutral	If Quickways speed up cycling there will be more accidents particularly if cyclists have no effective lights.
Neutral	If there are cycle ways it is essential that they are no parking as well. The cycle paths on Donnington Bridge are useless as they are mostly filled with parked cars
Neutral	I'm worried that you will remove all off street parking on the Cowley Road to make this happen. I don't mind having to buy a permit - I can see there are too many parked cars but really don't think residents should lose all parking options for themselves and visitors to make this happen. I cycle every day down the Cowley Road and it's ok at the moment. Can you please be honest about the parking issue before you ask for opinions? Many would feel fine about this but not if they thought they could no longer park even one car near their home. I written and asked about this a couple of times but got no reply so it makes me assume this is the plan.
Neutral	In addition parked cars do provide natural ways of slowing traffic down - this works particularly well on Morrell Avenue. Further, where will visitors park if the drive does not have enough space, unfortunately park and ride is not always an appropriate method of travel. Also delivery vans / maintenance vans blocking cycle lanes can make life more dangerous for cyclists than it is without the quickways.
Neutral	It is important to bear in mind that not everyone cycles in cold/wet weather.
Neutral	MCS would like to discuss whether the Quickway design at the end of the Iffley Road can take into account the need for many of our pupils to dismount at the school gate, at a point where many cyclists are gathering speed to head across The Plain roundabout. We would also like to continue efforts to make The Plain safer for pedestrians, cyclists and drivers.
Neutral	Need to allow some parking on Morrell avenue for visitors and tradespoeple

Neutral	Need to disassociate the link between reduced pollution and carbon with active travel. Has anyone given any serious consideration to an electric cable car-type network throughout the city?
Neutral	NOT REALLY NEEDED
Neutral	overall the plan should be to reduce carbon levels and the best way to do that is to reduce vehicle use by non-electric cars. London is doing the right thing and Oxfordshire should follow.
Neutral	Paint is not enough. There is no excuse in 2021 for a city like Oxford to be undertaking cycle improvement works with paint on the road. To encourage cycling (with the associated environmental, health & wellbeing benefits), proper infrastructure with kerb segregation is required.
Neutral	Painting lines on a road is insufficient. Proper segregated cycle lanes are required. Whilst this is not possible everywhere due to the width of the roads, it is possible in a number of locations. Save the money until you have enough to do it properly. Look at Westminster Bridge in London for an example of how it should be done.
Neutral	Personally I think that the council needs to stop the traffic coming into Oxford as it is not local residents that drive into town. On a different note I would like to know if there are any plans to plant more trees on the Iffley Rd.
Neutral	Please see comments above.
Neutral	Safety is key for improved cycling. It's not so important to complete the journey more quickly (though obviously if the cycle routes are better delineated, and surfaces improved e.g. pot holes removed next to curb, it will be safer anyway.) I think that like LTNs quickways could be divisive as it will appear that improved cycling is directly disadvantaging motorists. There has to be a parallel project to reduce traffic congestion in the city where cycling itself is not made to be the bad guy. E.g. a project which stops as many cars from travelling in order to improve air quality. Speaking of which, have you done a traffic survey on Howard Street in East Oxford recently? I take my 1 y o daughter out for her afternoon walk most days and cross this road to get to local parks - around 330 pm it is absolutely Heaving with queued cars belching out fumes and - i kid you not - almost every car has 1 single occupant. I have lived in Oxford for over 20 years off and on and I find it so depressing we still have no bold moves to improve air quality in this lovely city. On business parking, your FAQs say that people working in the area can use a permit or a Park and Ride or car park. From reading a lot of feedback from self employed workers about the LTNs (e.g. builders, gardeners, delivery van drivers), I think your suggestions will seem quite inadequate as a solution. Nevertheless, these kinds of vehicles are terrible parking offenders locally - with the pram you really notice how much on-street parking there is from white vans totally taking up the pavement. Again it seems as though consultations like this one come and go, and culture and practice never changes. But looking from their perspective, where are these builders etc meant to park if they need access to van for tools?
Neutral	Stop buses running engines all the time. If they turned off their engines pollution would be less
Neutral	Such projects -as excellent ideas as they are- require competent project management. Currently, cycle routes in Oxford are in a sorry state. Nice cycle picture have been painted on Magdalen bridge, but the death traps (potholes, recessed gullies) 100m down the road have not been fixed. Many cycles lanes are just a string of potholes (St. Clements). Car parking on cycle lanes is tolerated everywhere (in particular traders, delivery vans). Repainting lines, symbols etc. on cycle lanes has not been done in ages. There are positive developments too, Headley Way is one example. In summary, the track record is rather dire, and I wonder whether effort and money would be better spend on fixing current problems rather than dreaming up new projects.
Neutral	The cycle lane as it passes the end of Cave St is not clear hence the use of London Place - the e-scooter park does not have direct access to the cycle way as it is at a different level - cycle dismount signs not clear, cycle barrier required.
Neutral	The plans and implications need to be spelled out in more detail. The drawings are not clear. I've put I won't cycle more as a result because I cycle pretty much every day already but like many others I also need to drive occasionally and it's infuriating trying to drive around Oxford
Neutral	This is a very limited survey with biased questions. The idea of quickways is brilliant. Easy access into town, priority for cycles, making it safer, easier and more convenient to cycle for commuting and leisure. Unfortunately this is a minimal change to the carriageway. It will not make anyone feel safer. Painting lines or bike symbols doesn't help when they have cars on top of them in solid traffic. This would not make me feel safe to cycle with my children. I can't see how it will make my cycle journey any better and there is no chance of it persuading timid, less confident cyclists onto the road, particularly not families. We need safe cycle routes with some barrier between cars and bikes. This is not bold or novel.

Neutral	Walton Street was very pleasant to cycle along for a short period, now it is back to being a rat run and best avoided. It seems to me pointless putting in speed and parking restrictions if they are not enforced, even the buses and taxis regularly exceed the speed limit. I defy anyone to cycle more than half a mile without encountering a blocked cycle lane, be it a skip, taxi , delivery van or the usual 'I can park here as long as i have my hazard lights on' In my view more could be done to take cyclists away from the traffic. For example a cycle/pedestrian bridge across the Thames from the south side to Iffley Fields, linking with Meadow Lane. It's difficult for even cyclists to keep within the speed limit coming down Morrell avenue, why not divert them through South Park? I realise these suggestions would be expensive to implement but i suspect that the council has wasted far more money over the years employing endless consultants !
Neutral	We need an integrated travel policy for Oxford, rather than separate plans for LTNs, quickways, bus gates and so forth. Otherwise it just won't work. Then consult on the whole thing at once.
Neutral	We've had years of endless consultations on what always amounts to adding some paint onto tarmac. You need to do better.
Neutral	Why is there not one for Woodstock Road?
Neutral	Worried about worsening traffic
Neutral	Wouldn't it make more sense to stop parking on these routes to enable cyclists and moving vehicles to share the roads? We need solutions but we also need traffic to move and consumers to use Oxford as a go to destination
Object	..... I strongly object and feel that this is unnessary work done which only benefit students who don't pay taxes and penalize car users ..... looking at proposal it clearly targets East Oxford leading to another step in gentrification..... just seen Donnington B road a clear mess cause more trafic and accidents ..... this proposal is waste of tax money especially after COVID 2020/21 ..... 100 percent against proposal people have been cycling in Oxford over 50 years plus with no proplems ..... waste of tax money including LTN (Y ONLY IN EAST OXFORD ????) MONEY CAN BE SPENT BETTER IN OTHER SERVICE AREAS IE HELP OAP ETC... CLEAR gentrification ....
Object	1. If you are removing so many parking spaces in East Oxford, you should also remove some residents' bays and make them available for visitors. 2. Your assertion (in the FAQ) that shops and restaurants can issue visitors' permits is simply unworkable nonsense. Customers without vehicle access will simply not visit those businesses. 3. Your plans claim benefits of reduced carbon emissions but this could be achieved more effectively by creating incentives for faster shift to electric vehicles -- eg by discounting on-street parking for EV drivers as is done in Westminster, the City of London, Milton Keynes and many other places. 4. Your discussions often talk about safety for cyclists. The highest safety priority is to get cyclists to have proper illumination and reflectors -- the roads in Oxford are filled with cyclists in black clothing with no lights, and this is the highest priority issue to fix in order to save lives.
Object	1. Where is the equalities impact assessment that supports these ridiculous proposals? 2. I suspect that all that will happen if these proposals are allowed to continue is that families who reside in the immediate areas will wish to move out and the residential areas effected by these proposals will then gradually shift to a far more transient population. 3. We are all gradually moving to electric vehicles. Looking forward this will mean on street charging from the buildings where one resides. To remove the evening and weekend parking capability means that those residents who live immediately on the effected areas will not be able to charge their vehicles in a future charging environment. 4. Your proposals are ill conceived and I suspect supported by those who probably do not live in the effected areas and/or I also suspect live in areas where they have access to off street parking. I strongly urge please do not proceed. Thank you.
Object	30 mph speed limit on Weirs lane is dangerous and only changes to 20 mph metres before busy crossing at Donnington Bridge Road (DBR) and Meadow Lane. All roads within the ring road should be 20mph. "Quickway" west down DBR disappears after Meadow Lane. The segregated path on the north side of DBR/Weirs Lane is too narrow for two way cycle traffic (especially cargo bikes) and if there is an expectation of cycling down there at 20mph (see previous question) too dangerous. DBR is rammed at rush hour often with traffic on both directions - which will inevitably spill over into the wider cycle lanes. If segregated cycle lanes were in place on both sides of the road along the whole stretch of DBR/Weirs Lane then I would support the measure, otherwise it's just window dressing.
Object	A better use of public money would be to create more pedestrian/cycle bridges and improving/repair quiet lane, so cyclists will not need to use as much the main road.
Object	A consequence will be that cars etc will probably increase their speeds and make the roads more

	hazardous for cyclists, whom its' intended to support as has occurred on Windmill Road in Headington. Removing parking is not the answer and will cause issues for local residents.
Object	Access between the sectors of the city to north, west, south and east is poor by public transport, so I think we need to retain car access for citizens who do not wish to cycle. When I travel from north Oxford to the city centre I usually walk in and take the bus back, but when shopping along the Cowley, Abingdon or Botley Roads I use a car and definitely wish to continue to do so.
Object	All these proposals will do is increase the amount of congestion in and around the city. It will create more traffic jams making air pollution worse for residents and may even make cycling unsafer. If you want to have less traffic in and around the city you should introduce a charge for non-residents and not unfairly punish the people who life here.
Object	All your doing is penalising car drivers , businesses, workers etc, community carers travel all over Oxford with the stupid ltn's in place already all you.have done is push all traffic on to main roads causing more problems , traffic pollution etc ,now this where are carers supposed to park ???? We.serve the most vulnerable people in society and all your doing is making every thing worse and causing more.problems .
Object	Another extremely biased survey. The question are not posed fairly, and purposefully frame anyone who disagrees with the cycle ways for extremely valid reasons as not caring about cyclist safety and the environment. This is not the case at all.
Object	Another superficial virtue signalling fix. Painting lines on roads that are shared with motor vehicles does not create a safe cycling space, on some wide roads there may be a minor improvement although generally these (Marston Road/Morell Avenue spring to mind) are wide enough to cycle safely (Morell Ave) and/or have existing cycle paths (Marston Road). Nothing will make the Cowley Road wide enough to have a continuous 1.5m cycle lane either side with a bus on each side of the carriageway, cyclists will still have to divert around the numerous bus stops into the path of traffic on arterial routes.
Object	Any man over the age of thirty who finds himself on a bike may count himself a failure
Object	As a resident with limited off street parking this is going to be a major inconvenience to me. I was considering buying a parking permit but now these spaces are being removed I see no point in doing so. I feel there are far better alternatives to reducing volume and speed of traffic than this.
Object	As evidenced by the Rymers Lane LTN, when traffic is moved from one area it causes chaos in nearby main roads.
Object	As mentioned above, quickways are a poor proposal that will likely have little impact on cycle safety. We should be segregating cycle routes with something a bit more robust than a white line! Artificially slowing traffic on decent roads with good visibility does not work and can be more dangerous.
Object	As someone with a disability, I need people to occasionally park very near to my house, eg to bring heavy items, pick me up or provide assistance. Removing the parking spaces near me will be disastrous for me. I am on a very low income. I cannot cycle or walk far and am sick of active travel being constantly presented as something absolutely everyone can or should do, and other options being removed for those who truly need them rather than simply prefer them. It's oblivious to disability and caring issues.
Object	As the low traffic neighbourhoods recently put into operation more traffic has been pushed on to the main roads. This has increased pollution and traffic is concentrated to these busy roads. We live in a city that has a lot of work force coming into Oxford as living in Oxford is so expensive. Nearly all the teachers in my children's local school for example don't live in Oxford as it is too expensive to buy or rent. Making these city roads harder for people to use or park will make lives extremely hard for many people. The worse case would be teachers, doctors, nurses and care workers would find it to hard to come into Oxford and find work elsewhere leaving our city school's hospitals and care homes poorly staffed.
Object	AT the moment, patients with mental health problems can get very stressed and unhappy about difficulty parking. This will add to it.
Object	Bike safety should require all cyclists to have lights and reflective floating in the night
Object	Can you actually enforce the 20 mph speed limit? In order to avoid pollution why not reduce the number of cars (and the type of vehicle) going through the area rather than punishing local residents by taking away valuable parking space?
Object	Cancel it
Object	Cars regularly travel at 25-35 mph in the 20mph zone with parking on alternate sides of the road.

	Without parking traffic speed will rise. Without centre lines cars will drive over the cycle lanes as the road is not wide enough. This will be dangerous for cyclists. At night cars drive up to 50 mph! Removing the ability to have guests to stay will have a severe impact on the value of my property. Park and ride facilities in oxford are limited to 72 hours. Where will my elderly parents park when they come to visit? With no long stay facilities, this scheme is unworkable.
Object	Constant cycle lanes dont work in the evolving world of escalated daily deliveries be it groceries, royal mail, amazon etc they will still park in the cycle lane and make cyclists swerve into the road, expectantly to cars behind as they think cyclists should be sticking in their priority lane.
Object	Councillors are elected to manage the county and not to ruin people's lives by implementing their own personal extremist anti car views. Councillors who cannot serve all of the community and help people and businesses are not fit for purpose. They should stand down with immediate effect.
Object	Cycling is a good mode of transport (which I use a lot) but these proposals will increase traffic congestion and pollution, and they will damage business and social life particularly in the evenings. 20mph speed limits ARE NOT ENFORCED, and the signage for them is very poor. ENFORCE 20mph speed limits and restrict polluting private cars - even ban them during rush hours.
Object	Cyclists already fail to use cycle lanes on Headington Hill and other areas.
Object	Cyclists and food mopeds are a nightmare-they are all very dangerous. No lights etc In and out of traffic
Object	Cyclists need very little room to use a road. As most cyclists do not usually travel faster than 15/16 mph, this will cause the traffic flow to get stuck until there is a safe place to pass. If the speed limits on these cycleways is reduced to 20 mph, then it takes much longer to pass any cyclists safely at 1.5m. At 30 mph, the overtake can be done much quicker. Rather than change the layout of the roads to excuse bad driving, change the culture of drivers who feel they have to overtake at the first opportunity. Cyclists also should be more confident whilst not putting themselves in positions of danger (e.g. up the inside of large vehicles, obeying ALL traffic signs, etc...). Rather than create certain roads for cycling primarily, Oxford's roads can be used by all road users, especially as road users should be more aware and cautious in urban areas. Cyclists should also realise they have every right to use them and share with cars, which they can safely as long as they realise where hazards will come from and how to avoid them before they happen.
Object	Discrimimation
Object	Do it properly or not at all. At present the proposals will cause more speeding and will not achieve its objectives.
Object	Do you have to alienate motorised users in order to satisfy some agenda that is not supported by all residents. This is madness.
Object	Don't believe this is a well thought out scheme and you have not presented evidence to support why this is a good plan. Is this based on a few experiences of the people who are proposing this as a solution? Ask first then plan. Listening is the most important stage for any solution to be successful.
Object	Everytime cycling lanes and routes are implemented all it does is make driver lanes narrower and drivers squeezed. Cyclists don't use them and still drive in car lanes or on the pavement and just makes it more dangerous for everyone. Before the changes at the cherwell drive marsh lane junction to supposedly make it safer for cyclists I was happy cycling there around the mini roundabouts. Now I'm terrified to cycle there, it's more dangerous for cyclists and because the lanes are so tight it's also more dangerous for vehicles. Just leave transport networks alone and do something about the cost of housing in Oxford. The reason the congestion is so bad is because so many people cannot afford to live close enough to work. It seems all the council does is continue to make it more and more difficult for lower incomed people to access the city.
Object	Feels like Brexit, misinformation and misleading
Object	Foolish badly thought out plan. Interesting that no mention of lost parking bays is mentioned until you are knee deep in this document!! Democracy in action - hmmmm no.
Object	For cyclist and resident safety, better enforcement of the 20mph speed limit is a much higher priority.
Object	Free busses throughout Oxfordshire would ease the traffic problem
Object	Fully segregated cycle paths with high quality surfaces are the gold standard that the Council should be aspiring to implement, not this half baked, line painting exercise.
Object	Generally, the council should be working to speed up car journeys through Oxford so that they pollute less not slowing them down to try to force people to bicycles which will never be a solution. Build totally separate cycle ways away from roads- my wife and neighbour will never cycle because they are

	not confident cyclists and don't want to be near to cars.
Object	Good luck keeping the funding for this. Clearly doesn't comply with LTN/20 or national priorities. Stop designing rubbish from the 90s and have a look at what decent cycle infrastructure looks like.
Object	Have traffic changes been modelled? Ongoing measures to improve cycle routes are unlikely to significantly reduce traffic, but may force the pattern of traffic flow to change. Anecdotal evidence shows that the council are poor at accounting for this, but it certainly needs to be considered. More traffic means more idling cars, and more pollution.
Object	Having lived in London until recently I've witnessed first hand that cycle lanes always cause more traffic build up on main roads which in turn causes more pollution and carbon emissions.
Object	Headington hill already has cycle lanes. No need to gave them on Morrell Avenue too. Cycle speed up is limited by steep hill anyway. Wider lanes won't help. Congestion in the area wjll get even worse as all through traffic from other rodas will be/has been stopped by planters. Traffic congestion through the Plane will be even worse increasing pollution and causing long delays. Forcing cars down to Plane will make them go through congestion charge zones once they are being expanded. Poor families unable to afford new cars will need to pay to get to work&home.
Object	Huge waste of money. Enforce existing speed limits to make roads safer.
Object	I agree that cycleways should be safe and cyclists separated from traffic but the measures the Council is now imposing on residents means very limited parking places and increased traffic in nearby roads. The reduced parking places will have two adverse effects, particularly on elderly residents: it will increase loneliness by preventing people from visiting other parts of Oxford by car (so they just stay in their homes); and it will also encourage conversion of front gardens into paved areas for parking which increases potential for increased flooding due to increased impermeability, and more pollution by the removal of plants/trees.
Object	I am a disabled motorist and it's getting harder to get around and access places. Taking on street parking will make certain places I need to go inaccessible if I can't park right outside the door! I can't walk or cycle. Please take into account the needs of those with reduced mobility.
Object	I am a key worker- a teacher in an oxfordshire school that isn't on a direct bus route. I need my car to drive to work and this is going to make it much more difficult to park my car where I live. There will be less car spaces to go around and it will be much more competitive to find a space. After 60 hour weeks in school I really won't need the extra stress. I appreciate what you're trying to do to help the environment, but you need to be practical about this
Object	I am in support of much improved cycle lanes and slower traffic (and reduced traffic). The on street parking being removed is a big issue and creates a lot of danger. There are parts of cowley and iffley road that are dangerous due to the front garden parking (and it looks so awful). this is only going to increase that. It's terrifying with little kids, It also makes drivers angrier. I would like to see improved cyclepaths. combined with reduced speed limits, and much better provision for crossing the roads, more and better pelican and zebra crossings. Losing all the on street parking will not work well.
Object	I am one of the people you *should* be trying to get to support this change. I don't because of the Council's behaviour in relation to implementation. A consistent pattern over the decade I have lived here. Start again. Do it properly.
Object	I am worried about not being able to park close to my house because already there are never any spaces on Charles Street or Magdalen Street and I have young children. It isn't possible for me to cycle to drop them off at nursery and then to my work in Abingdon, it's too far, and no bus or public transport could accommodate my multi-stop journey.
Object	I believe the quickway on Morrell avenue will be detrimental to cyclists safety.
Object	I believe the removal of parking spaces on the main road will seriously impact the already narrow and crowded side streets, due to lack of driveways. Local businesses would also be impacted if visitors cannot park at or near to the establishment in question due to the cycle lanes. This would be clearly evident on Cowley Road, and the area surrounding Iffley Road with the junctions of Fairacres Road and Howard Street. While I do support the idea of maintaining traffic flow and reducing pollution, widening cycle lanes actually is not a good idea due to the narrowing of the carriageway (in both directions), thus making it more difficult for larger vehicles in particular. Not everyone uses a bicycle/e-scooter. This area already has issues with traffic jams during the working week as of now, and for those who drive or use the bus, the new plans would not make much difference for them. With the removal of parking spaces, carers or visitors to local residents who drive to see them now would park where? Despite CPZs in the area, the side streets can be completely full of parked vehicles during the working

	week already, and that is without the quickways being implemented.
Object	I completely understand the concept behind the quickways, however the only way these things work is if it's built from scratch and not enforced on an established and highly populated area. The plain fact of the matter is that there is not enough parking provision in these proposed areas now, reducing parking will only increase traffic stress and the effect that has on the local community will be disastrous. No matter how well meaning these projects are, you will not persuade more people to cycle unless it is indicative of the culture, which in the UK, it isn't.
Object	I do not feel public have been made sufficiently aware of the proposals.
Object	I don't think that this scheme is the best solution to the problem. I used to live in Cambridge, which has a very similar roads, but cycling there always felt massively safer than in Oxford. The reason for the difference (from my perspective as both a cyclist and a motorist) is that Cambridge has fewer buses and the buses there are driven more carefully. A bus can be very intimidating when you are on a bike and buses in Oxford never seem to leave enough space. My fiancée was almost pushed off the road by one. Instead of messing with the roads, how about educating the bus drivers to be more respectful of cyclists?
Object	I feel creating safer cycling routes is very important. However I think these need to be backed up with infrstructure that supports the local community & places of work. i.e. realistic parking options so people do not feel the need to bring their cars into Oxford. Could timed quickways work as the majority of cyclists tend to move at work times?
Object	I feel like residents of this area are being repeatedly penalised by policies that will fail to make any difference to the climate crisis. We need to reduce traffic in the city, most importantly for air quality. I feel this would be far more effectively done by concentrating on effective and affordable public transport.
Object	I feel that my neighbourhood is being transformed into a hostile environment, with this proposal and the LTN proposals, both of which will make life more difficult. I have lived here 40 years and feel as if I am being driven out by vocal minorities.
Object	I have lived in Iffley Road for 30 years, and have regularly cycled, walked, and driven up and down the street, and found it to be an airy, safe, and pleasant boulevard. In my experience the motorised traffic is generally light and free-flowing, cycling feels safe and is rarely impeded (except at junctions and pedestrian crossings) and pedestrians are well catered for by wide pavements. Occasionally, during school pick-up time, and in the evening rush hour, large tailbacks of stationary trarffic do occur in Iffley Road. At such times cyclists find their progress impeded at several "pinch points" (where the road is too narrow for cycle lanes, or where cars are parked) and may have to slow down to squeeze past the cars, or dismount and walk their bike along the pavement, or ride on the pavement. However such traffic build-ups are the exception rather than the rule, being invariably caused by disruptions to the flow of traffic in other parts of the city (or the ring road) due to road-work, accidents etc. Although cyclists are certainly inconvenienced on such occasions, in my view the degree of this inconvenience, and its relative infrequency, do not outweigh the negative consequences stemming from the proposal to remove the long-established amenity of on-street parking from the residents and businesses of Iffley Road. It is proposed to remove scores of parking spaces from Iffley Road and, as far as I know, no provision is being made to provide additional parking space elsewhere. This means that people who currently park in Iffley Road will have to try and find parking space in the side streets between Iffley and Cowley Roads, which seem to me to be pretty well full to capacity already. Such competition for a limited number of parking spaces is likely to cause resentment from residents in these streets, who are used to parking near their own homes. And this resentment may well escalate into bad feelings, and disputes. It also raises the question of whether the County Council still proposes to continue to charge residents for parking permits, if there are no longer sufficient places for them to be able to park. As well as being morally questionnable, there may well be legal issues raised by charging people for amenities which they are unable to use. I wonder whether the Council does take into account the number of parking slots available in a particular zone, when issuing residential permits. From a broader perpective, I fully accept and support the need to promote cycling and reduce the number of petrol and diesel vehicles in Oxford: and appreciate that the Council is well intentioned in its desire to achieve this. I merely question whether there may be less painful ways of doing so. The availability of a parking space is often central to how residents and businesses have organised their working, educational, shopping, social and family lives. For example, the availability of street parking was a key factor in my own decision to move to Iffley Road, because my work involves clients visiting me for consultations. To arbitrarily and abruptly take away such an amenity that has long been relied on, is

	likely to lead to feelings of loss, resentment, and anger. Might not a more gradual, consensual, quota-based, approach be devised in which, for example, the current parking spaces are retained, and existing residents are permitted to continue to apply for parking permits for these spaces. But as the demand from existing permit holders naturally diminishes (through old-age, residents moving house etc) these spaces are gradually reduced. New residents moving into the area would be required to wait in a queue, until a sufficient number of existing permit holders no longer required their permits. This would mean that people considering moving into the area, could factor this into their decision. An approach a bit like that adopted by central government in its plan to phase out petrol and diesel vehicles. This is to be achieved, not by depriving people of such vehicles they already own, but rather by ensuring that such vehicles cannot be purchased new from 2030 onwards. I feel confident that some of the clever boffins at the Council could devise a scheme that gradually reduced on-street parking, by restricting the availability of permits issued to new residents. So, to summarise, I am broadly sympathetic to the need to reduce motorised transport, and facilitate cycling in Oxford. But, specifically regarding Iffley Road where, as a rule, traffic already flows freely, I think the proposal to remove all of the parking bays in favour of cycle lanes would be of only marginal benefit to cyclists, but would cause major difficulties for the residents and businesses that have come to rely on these - and that further thought could be given to ways of mitigating these difficulties.
Object	I have only seen this because someone pointed it out to me. Every house should have received independent notification with time to respond thoughtfully and research issues. My elderly neighbours are struggling to understand any of these traffic measures. How does this impact on LTNs? You haven't mentioned anything so have you looked at it?
Object	I live in Morrell Avenue and do not drive or cycle. But I have friends & family who come from quite far to visit and people like my hairdresser and handyman who need short term parking and can't fit their vehicles into my drive. Crossing the road with the equivalent of 4 lanes of traffic will not be easy - cyclists already freewheel at speed down the avenue.
Object	I love the tennis at the park, the running clubs, the zumba classes... to keep you fit, but those that needs to commute to work because the work offer in Oxford city inside the ringroad is very limited or because they can't afford to live within the ringroad although they work here, are we expecting these guys to get on a bike for miles independly of what else they need to do before/after? If you don't want so many cars improve your public transport system If you want people to be fit offer for programs for before/after work for free at parks If you want the roads to be safe, start by fixing the state of them because it is unbelievable for a city like Oxford to have the roads and pavements in the state they are in I feel like these ideas are half way there, only catering for a sample of the population that is probably working and living within 2 miles, fitted and potentially working with certain flexibility
Object	I object to their implementation, they are not required and just inconvenience residents who need to drive and park for personal, work and caring responsibility reasons
Object	I sincerely hope this does not go ahead, as mentioned cyclists should be taught how to use cycle lanes properly and be fined for deliberately holding up traffic or cycling dangerously. Holding up traffic is more likely to cause road rage thus increasing the chance of causing an accident. There should be more parking for vehicles to stop traffic from having to use streets this is surely only common sense! There should be better access for vehicles at businesses also for tradesmen. The 20 mph is perhaps one of the most moronic things I've ever heard, people who are going to speed will still speed no matter what the speed limit is. Painting bicycles on the road has got to be one of the biggest waste of tax payers money. Please do not let this stupid idea go through thought up by extremists.
Object	I strongly object quickway cycle route
Object	I strongly object quickway cycle route as I have got nowhere to park for work or shop locally
Object	I strongly object the quickway cycle route. My carer has no parking space to park when they visit me.
Object	I suggest you think about using Cheney Lane for a cycle route. You would only need to build a bit of new road for cyclists along Headington Hill from Cheney Lane to the traffic lights at the bottom. Fortunately, Headington Hill has a verge that would allow for this. If you stop traffic on side roads the main through roads (like Morrell Avenue to the hospitals) will get even busier! Please don't go for the cheap option of painting on roads. Proper division of cars and bikes is needed for safety.
Object	I support slowing traffic down , and making things safer - but people have to have cars for a range of reasons and need to park - if you are a resident and paying high council tax plus parking permits….council needs to be realistic. Deter people Coming in by car to work….make buses cheaper- the price is prohibitive- and it's not a pleasant experience e packed on like cattle. Make more park and rides - more carrot and less stick.

Object	I think bikes are well catered for on these roads and you needs to make traffic flow smoother and more freely on these roads. I think under 18s should be allowed to cycle on pavements if they feel safer doing so and to encourage cycle to school.
Object	I think it callous that the council appears to have made no provision for 24/7 nurses and 24/7 carer parking. These are vital services that are already hard to get - this will make it impossible
Object	I think it would be more useful if you enforced no parking in the current cycle paths which are regularly blocked. If you spend all this money changing the cycle paths but do not enforce keeping them clear it is a complete waste of time. The car park in the Westgate development has resulted in far fewer people using the park and ride and sends mixed messages about car use in the city.anyway. These cycle routes will not help the struggling businesses in St Clements. I am a regular bike user but I am against these changes.
Object	I think it's unnecessary to implement these quick ways on these residential areas of oxford with not much off street parking. It isn't fair for those households who have multiple people that have to travel for work in their own vehicles and thus need multiple vehicles for this to be sustained and with these quick ways there will be no where to park them. To keep the economy of oxford up you must be able to cater to all residents and not just cyclists.
Object	I think this is a very ill thought out scheme from the perspective of a cyclist. In particular the painted cycle lanes must go. They actually make the situation worse. Better to reduce speeds to 20 and have no clutter or painted lines on the street. Removal of centre lines is a good idea though.
Object	I understand the environmental motivation and as a cyclist and usually am supportive of cycling schemes - however as a resident I cannot support this proposal as its consideration of residents needs is inadequate, not to mention the complete absence of thought when it comes to mobility of vulnerable people who live on the affected streets (an issue ignored or dismissed by the detailed proposal documents). This needs to be accompanied by stronger measures to encourage cyclists to respect rules of the road, or barring that forcing them to slow down for pedestrian crossings (with speed bumps). Also there must be more consideration of what to do about residents parking that will be lost. Not all of us can choose to not have a car - having to travel for work to cities such as Milton Keynes and even Cambridge the truth is that the car saves me a lot of time. I can drive to Cambridge and back for a day's work (roughly 3hr 45min spent in the car for a return trip), it is simply not feasible to do this by train or bus (both having a return journey time over 6hr 30min).
Object	I will not be voting for this council again.
Object	I wish you wouldn't call them "quickways" when the speed limit is to be reduced and the carriageways narrowed so large vehicles will block oncoming traffic!
Object	I would humbly like to encourage both City and County Councillors to consider canvassing local opinion on schemes like this prior to spending money on them. Also, consultations need to be designed to allow all views to be expressed. Several of the questions in this survey did not meet that criteria.
Object	I would like to be able to support the schemes, but you need to do a much better job in explaining the consequences and really consulting with people who cycle and others who use the roads. The history of cycle infrastructure seems to be that as soon as difficulties are encountered a very second rate solution is adopted. Iff you want to make a difference, you ache to improve both real and perceived safety. It its not clear that these proposals will do that.
Object	I would prefer to see segregated cycle ways set up - for example by re-purposing off-road paths (such as the one that already runs parallel with Iffley road - between the houses and the river) - so allow cycle users to cycle away from roads. There seems to be little consideration of this option.
Object	I would strongly recommend that you extend the consultation period as NO one I know in Iffley Road actually knows about these plans. How can you get a sense of what the residents make of it? I also recommend that you leaflet the area.
Object	I'd like to request that the parking is retained for the area opposite Marsh Road and up to about 490 Cowley Road (where it currently is.) None of these old Victorian houses have drives. The road widens from Oxford Road so doesn't impact cyclists . It would also be possible to have a cycle path on the pavement opposite 510 to 490 as it is so wide. It would be considerate to allow residents without drives to be able to park one vehicle close to home. It seems overly harsh to remove all options and force people to remove front gardens or attempt to find spaces in overcrowded side streets. Please have some sympathy for those of us foolish enough to have purchased properties without drives in the belief that some on street parking would remain. We can accept that there will be traffic and permits but to devalue people's property in this way seems very uncaring. it also impacts those who cannot carry heavy shopping etc from side roads. I cycle in this area without a problem everyday. its'

	much safer than Headington where drivers are more aggressive. (I used to live and cycle to work from Headington) ,. People who live on the streets affected should matter.
Object	If I repeat then I am sorry but I am very anxious that this plan which comes from the best of intentions is only partly thought through. I am very worried that there isn't acknowledgement of the transition period and how people may behave and how others may be badly affected by this. Suggesting that cyclists go faster makes cycling more dangerous. Have you cycled in Paris? with scooters and bikes together in narrow lanes and cars on the same road? It is like a castle of cards- if a cyclist falls over there is nowhere to go for cyclist/ scooter/ vehicle. If a cyclist whizzes by and knocks you, you are in deep trouble. Look at the pelotons in bike races. The cycle lane leading to the plain roundabout is wide and I feel safe on it. The road marking warns cars that I may be going right- I still have to signal to make sure cars don't cross right in front of me (happens) but it is much clearer than before the lane was widened and the markings made. There isn't room for wide cycle lanes on Cowley Rd at my end (towards Plain) and so speed shouldn't be encouraged. What about giving cyclists priority over vehicles on the road, and pedestrians priority on pavement and crossing side roads plus zebras/ lights ? Wouldnt that slow everyone down and increase safety?
Object	If no street parking left in Morrell Avenue where people will park their cars side street like east avenue parsons place Union street Tawney street stone street all are very narrow already full with residents parking It is very bad idea to remove street parking from Morrell Avenue
Object	If someone actually bothered to come to morrell avenue, you would see that cyclist are happily using it already, including us the residents. The removal of parking bays should be scrapped. It will only create unjustified problems for the residents.
Object	If you are implementing this you should also impose registrations to all bycicles so that people can be hold accountable for road code breaches.They should also be forced to pay for insurance.
Object	If you do this, you should open up LTNs. You can't have both. You are making it miserable to live in Cowley. You are focusing on keeping students happy who live here temporarily and part-time, over the genuine necessities and priorities of residents who live here permanently.
Object	If you really want to encourage cycling stop relying on paint. It does not work and in the end provides a hard shoulder for cars to park in
Object	If you remove all the street parking on Morrell Avenue then more households will concrete over their front gardens. It will make visits much more difficult particularly for the elderly and from a long distance. It will make emergency or regular medical care almost impossible. The postmen and any delivery men will find it much more stressful and inconvenient. The most difficult part of cycling on Morrell Avenue is uphill. That could be solved by giving slow cyclists the right to use the pavement, i.e. just a narrow marking, enough to give them a bit of legitimacy because slow cyclists and pedestrians are quite good at getting round each other. Fast cyclists have no trouble keeping up with the traffic on Morrell Avenue anyway and wouldn't want to use the pavement. You could also make it clear that cyclists turning left into St Clements can skip the red light; plenty of cyclists do this already.
Object	If yougo ahead with installing the cycleways in the St Clements/Marston Rd stretch can you at least do something to protect the pedestrians who want to use London Place OX4? At present it is open season on this stretch of pavement for cyclists and e-scooters who use it as a short cut between St Clements and Marston Rd, where they move straight onto the Marston Rd pavement including behind the first bus stop which is very narrow. We need measures to stop cyclists etc on London Place (eg overlapping barriers) and I would ask you to consider them now as a means of encouraging cyclists and e-scooters to use any new cycleway.
Object	I'm FURIOUS about the impact on Church Cowley Road. We cycle first and drive second as a family and greatly support the LTNs, despite the very significant impact they have on Church Cowley Road (there is continuous traffic now, including at night and its awful to live by). But I love being able to cycle more safely in the LTNs, especially with my children. We need a car - I sometimes work on-call (medical) and have to be able to drive to work to cover multiple sites at times. We have small children, my partner has health needs. We hope to have an electric car eventually and so parking by our house is very, very important to us. The pressure on these (now) main roads is huge. Why develop them for cycling when there are quiet and much safer roads to do this e.g. the quiet ways already identified, Howard Street etc. I would never cycle on these main roads unless I can't avoid it. This is one of the joys of cycling - safe, no pollution, green where possible (i.e. I will use the parks when commuting to work). You should invest in these e.g. improving the safety of crossing for cyclists/pedestrians from Beauchamp lane to Rymers lane would be a much better investment for us locally, promoting awareness of them, removing obstructive street furniture, pedestrian danger points.

	All you will do is anger those who are addicted to their cars anyway and its SO UNFAIR on residents who are bearing the brunt of the LTNs to also take away their parking. Really, this is politically insane currently, when the LTNs are so unpopular. Do quickways or the LTNS - but not both (or at least not at this point until there is some real reduction in car use). Also unless you are going to put in segregated cycle lanes (e.g. the one on betweens town road, which is a great idea) they just don't help. Also I cannot understand why this has not been joined up to the controlled parking changes that are under consultation. There needs to be something to really help people reduce car use e.g. controlled/charging in zones, with exemption for those in trade, disability, and some limited free for residents to make theses changes or even better to bring buses back into local ownership and offer free journeys - that would really make a huge and immediate difference to car use in the city. And take away all the parking at the Westgate or at Temple Cowley retail park, (unless with disability, or limited spaces bookable in advance for collecting heavy loads) with direct park and ride buses to these sites. This would bring real change. All that is happening currently is its making the roads an absolute nightmare and its so stressful to live in the middle of it.
Object	Implementation of the quickways would impact my physical health as I could not have access to on street parking for my social events. I would have to park further causing more physical pain. Inclining me not to bother going out. In the long term this would effect my mental health due to the isolation this would generate.
Object	In spite of everything I have said here I do support improvements to cycling infrastructure in Oxford but these need to start with reducing traffic and improving public transport. I would like to see public transport to people's workplaces at a reasonable price, at appropriate times of day. I mean it is just ridiculous that unipart start a shift at 6am and there is no way to go there by bus. And similarly getting to the train station from Iffley road by bus is a joke.
Object	Instead of spending so much money on 'painting lines' why don't you subsidise the bus service? It costs over £3 return just to travel one mile!
Object	Interesting that it isnt part of the normal council consultation page - and that you have to sign and register on a separate page - Way to make it really accessible for people to participate! - I am thinking of the huge percentage of East Oxford who are EAL or do not have access to digital platforms - and - like my elderly neighbours - wouldnt know how to access or complete an online consultation survey even if they had. Yet these are the people who will directly be affected the imposition of this - serves me - forget everyone else - green facist vision.
Object	Is the traffic local traffic? It seems that a lot of it is commuters trying to get to the ring road/A34. To encourage people out of their cars, why can't you reassess the expense of park and ride or enforce a congestion charge instead?
Object	It comes on top of the unwanted CPZs; you need to consider the residents and local traders and not just want cyclists want.
Object	It is a waste of precious Council money, there are many other much more important uses for scarce funding resources, let alone the disruption the work will cause while it is done. Nearly all the routes you have mentioned are already the best cycle routes in Oxford! And I deplore the wider cycle lanes, which crowd the motor traffic into spaces impossible for two-way traffic: all this does is teaches the motor traffic to ignore the cycle lane markings and simply drive over them if there is motor traffic coming towards them, this is NOT a habit which should be instilled in motorists! And I don't like the idea of unnecessary 20 mph zones, from a climate point of view, because it is an inefficient use of fuel, as a driver you can feel the car groaning at 20mph when it runs smoothly at 30mph. I think it is important from an air pollution point of view to keep traffic running smoothly rather than idling since, as your own Council educational posters have informed us, emissions are much higher from a smoothly idling car than from one travelling at 30mph. I think it would be much easier and cheaper for the Council to drive down the amount of motorised traffic in the city, and thereby improve conditions for cyclists, by complete review of the parking permit system. For instance, you must already know who is a student and who is not through the Council Tax system, as students have to inform you they are students to qualify for as non-Council Tax payers. You could simply refuse to give them parking permits unless they had a really good reason, eg a dispensation through a central university system (so you wouldn't even have to do and pay for the admin) which could have a set maximum number of dispensations for permits for reasons eg disability, or representing the university in some way which involves regular transport of people/sports equipment etc to other parts of the country. This would cut down student use of cars considerably. Reducing the number of onstreet parking permits would also have an impact on the amount of affordable housing available for people who work and study

	locally, as lack of onstreet parking would make houses less attractive for the high-paid commuters who don't even work or study in Oxford who drive up the cost of Oxford housing for local people. And doing this through parking permits is a whole lot cheaper, in fact could even raise further funds for the Council rather than deplete them through never ending fruitless roadworks. Please use road improvement resources to mend the potholes instead!!!
Object	It will bring soooo much more fast traffic to the road. So many dogs and children run out of the park. I can see many deaths.
Object	It's yet another example of the war on the motorist by Oxfordshire County Council. Give it a rest, why don't you?
Object	I've never understood why you propose removing centre lines. This was done on High Street near the Plain and it has made the road less safe! Re: parking, we applied for a dropped kerb so that we could have a driveway, but it was rejected because there must be 5m length (even though our car is <5m long, and Princes Street is full of cars sticking out on the pavement anyway). Cars without permits park here all the time because enforcement is minimal (I often have to call and ask someone to come and give someone a ticket!!) Re: reducing traffic and pollution, I think you are putting the cart before the horse. First we need to ensure people have better options. Cycling and walking is great but not always feasible, and the proposed measures will not make cycling safe enough for everyone. Better public transport might help. Electric short-term hire cars of various sizes would also be a good idea. Even better if these were self-driving, so they could park themselves away from residential streets, or go where they are needed! But we are not able to provide these options yet, so unfortunately the restrictions you propose won't have the desired effect. They'll cause more frustration and congestion, without making significant improvements for cyclists.
Object	I've spent most of my working life reading development plans - but I have to say notification of the proposals and more particularly their legibility to residents and the wider public has been woeful (similar to, I might observe,to the very poor actual street cycle markings around much of East Oxford) simple schematics preferably in colour wd communicate with almost everybody.
Object	LTNs have ruined Oxford turning daily life into misery for children and adults. Causing a huge increase in pollution! I am now totally against anything proposed to make this misery even worse.
Object	Many people in the affected areas and nearby haven't been informed about this proposal, including those not online. Your consultation is inadequate if people haven't been given the full information, adequate time, and reasonable opportunities to engage and respond. Everyone is so tired and pushing people like this will not help your aims, even among those who might broadly agree with you in principle.
Object	Many proposals are put though with little thought as to the commercial effects on local businesses. Many councilors do not have any commercial interests or experience and therefore do not understand or consider these impacts as they will be unaffected by them
Object	Measures for cyclists put in place in Headington have not decreased numbers cycling on the road rather than cycle lanes. Proposals are being put forward without prior research. The Council seem to be imposing more and more changes to traffic arrangements which are unwelcome (E scooters are a nightmare!)
Object	Morrell Avenue is already a fairly 'quick' way but traffic is slowed by parked cars. This is essential for safety of cycles as well as pedestrians, and less pollution. Much better to leave the (regulated) parking.
Object	Much better to devise routes OFF the main roads ! Doing this on Cowley Road is particular madness, it is far too narrow between the Plain and Magdalen Rd. There are a lot better claims on public money than this !
Object	My comments are directed to the Morrell Avenue/Warneford Road Quickways. Parking in the Divinity Road residential permit scheme area will be markedly reduced by these measures, and the result will be excessive parking of perfectly permitted vehicles in already very crowded areas - particilarly by the displacement of parking into the top and middle of Divinity Road. It is surely not necessary to ban all parking on Morrell Avenue and Warneford Lane - any survey will tell you (I did one this morning) that there are many legitimately parked DV area vehicles there. A more imaginative approach needs to be taken which addresses the legitimate needs of residents. The removal of 2 hour waiting spots will also crowd out the parking in the Divinity Road area, to the detriment of residents. More thought please!
Object	My family and myself all have bikes which we use everyday so I am pro bike but these quickeays are going to make my road Morrell Avenue even more dangerous than it already is. The on street parking is the only thing that is slowing the traffic at the moment and I feel really worried that the only thing going quick on these quickways will be motor vehicles. I also park my work van on street, where am I

	going to put this? I will have to finish my job or move house both options seem really insane just to put in a cycle route on a road that doesn't have ant cycle problems or traffic problems...!! Leave Morrell Avenue alone please.
Object	My main form of transport is cycling but Indo not agree with these proposals - I guarantee they will be abused by scooters and mopeds and the streets will not be safer but I will have to find somewhere to park late at night and walk further in a poorly lit area to my home
Object	My main reasons for not cycling have been 1.The steepness of hills such as Morrell Av and Old rd 2. Buses passing too close to cyclists 3. The poor state of roads None of these proposals address those issues and I don't believe a many extra will decide to cycle. Also you ignore the needs of the elderly and visitors to the City. Eg I have a friend who can walk around South Pk but cannot manage a walk to it. Then there are the needs of business such as my husband who is a painter & decorator
Object	My major concern is that commercial centres like Cowley Road will either die or become chaotic as drivers attempt to park in side roads which are already crowded. I also worry, as a disabled badge holder, that disabled parking places will be even more abused than currently. I'm broadly in favour of better facilities for cyclists, which will benefit all cyclists, especially school children, and everyone if the air quality improves, but I think the present proposals for abolition of 650 parking places is too drastic.
Object	No
Object	no
Object	No further comments
Object	No its not good the way its set out not safe as we cant all cycle think councilers who put you where you are the many
Object	Not everybody works in an office or work in the city center
Object	Not everyone can cycle. I believe the impact on people who have to use their cars in order to get to/do their work is going to be absolutely horrible. As if we, low paid workers, didn't have enough problems. My cleaning business provide several clients along Cowley Road with our services and we already experience serious problems with parking without this completely irresponsible plan being introduced. I am terrified to even start imagining what havoc it's going to cause.
Object	On some proposed road area, there are already existing dedicated cycle lane and is wide enough for 2 bikes ride together side by side. The thing is some cyclists just tend to use the road, instead of the cycle lane and they don't follow highway code that can suddenly ride onto the front of vehicle right after rising their arm.
Object	Only utter disbelief at this mucking about and tinkering.
Object	Oxford is very cycle-friendly compared to other cities I have lived in, with plenty of cycle paths. I chose to live in Marston for this very reason. There are just a few pinch points, eg from South Parks to The Plain, which you could solve without implementing changes such as the Marston Road reservation cut-through which *increase* traffic, not reduce it.
Object	Oxford should look to encourage pedestrians and make pedestrians safer
Object	Parking being pushed into nearby roads will be an issue especially as Ferry Rd (where we live is already quite busy). We also visit an elderly relative on a regular basis who lives in Iffley Road and the parking in Aston Street is very congested. Removing on street parking in Iffley Rd will create parking space issues in Aston Street and other nearby roads.
Object	Parking in Oxford is the worst I have ever know, and I have lived in different parts of the country, it is extremely expensive to use public transport, especially if, like me, one lives outside the city, in one of the market towns, for example, Faringdon where I live.
Object	Parking is already difficult. Resident parking limited for any visitors. Need car for work. Already difficult to park near house - side streets will be difficult to go down as full of cars!!
Object	Planters and equipment proposed to block the streets from vehicles, how do we get these moved easily to gain access. Will there be a 24hr contact number and a team waiting to move any items obstructing our access. Planned works (for new connections) and immediate works for emergencies should not be delayed by having to get items moved from the entrances to the proposed active route streets.
Object	Please analyse the journeys people do and where the issues actually are (e.g. crossing busy roads such as the Barton road at the headington roundabout or the traffic chaos in marston every morning which makes cycling through Marston unsafe). Address safety first and prioritise cyclists and pedestrians over cars everywhere.

Object	Please do not remove centre lines - this has been done elsewhere e.g. Windmill Lane and is terrifying as a cyclist and confusing as a driver. And removing all parking on a residential road is an awful proposal. Probably ok on Warneford Lane as I don't think any homes on that section of road. Elsewhere where are residents supposed to park? And on Morrell Avenue the only thing slowing the traffic is the parked cars please do not remove this obstacle - I would never feel safe cycling on this road without traffic calming measures
Object	Please do this in a democratic public fashion with minimal communication and not in haste. This is your usual antics of trying to railroad change as you attempted with those ridiculous bus gates last year.
Object	Please don't do it! I understand the need to combat carbon emissions but i don't think this is going to get people out of their cars. Not everyone physically can or even wants to cycle. I suspect a lack of parking when it is already so difficult would cause a huge amount of anger & resentment in Oxford
Object	please don't do this, it feels like this is being rushed / pushed through like the LTNs it seems only active digital aware people know about this proposal, like the LTNs you need to do better at reaching out to all of the community
Object	Please keep the main road speed limit at 30mph.
Object	Please reconsider the proposals and come back with a safer plan for cycle lanes with barriers.
Object	Please stop messing around with our roads. I am a cyclist as well as a car driver. I need to drive my car for work. Car users are being demonised. It will become more dangerous for cyclists if you do this, as well as making traffic worse generally and more difficult for buses.
Object	Please stop wasting Council taxes on improving something for a loud minority when there are already some facilities whilst ignoring the poorer people who have to drop children at school before going to work and elderly and less able people struggle to walk on uneven pavements and struggle up and down kerbs as they try to leap out of the way of unfettered cyclists and illegal scooter riders who feel they can do no wrong
Object	Please, cancel your LGN scheme and DO NOT implement quickways - you are making Oxford into a city where people cannot luve and work efficiently - every daily activity is now taking us twice as much rime and effort - we live on Cumnor Hill - we almost never go to Oxford shops and restaurants anymore, instead switching to on-line shopping and Ocado food deliveries. You want to make it even worse!
Object	Quickways are the wrong policy priority. The policy priority is 'modal shift'. Quickways, separated from powered traffic by paint on the road, are for those already cycling. The distinction between 'quickways' and 'quietways' is unhelpful - journey time predictability is also key. Priority should be firmly on safe, continuous, good quality, well-signposted and well-promoted cycle routes that can be cycled safely by unaccompanied 12 year olds, through LTNs where possible. The 'quickways' are, anyway, not continous as they are interrupted by bus stops and traffic light controlled pedestrian crossings -- they will contribute little to the needs of the fast cyclist on a road bike. The removal of residents parking from Iffley Road with the blithe assurance that alternative parking will be available on side streets is unacceptable -- that parking does not exist in my ward. Until it can be guaranteed, the quickway must not be implemented. I am submitting a separate paper detailing these arguments and giving reasons.
Object	Quickways slow vehicles down and create more hazards for vehicles. Instead, advertise and make bus travel more affordable. This reduces cars and emissions in the city and the chances of fatal collisions between cyclists and vehicles
Object	Rarely see anyone stopping people doing u turns on major roads or reversing out onto major roads. Enforcement is key !
Object	RE Morrell Avenue: I suggest parking on the Avenue be made resident permit holders only, with a few spaces At the Warneford Lane end for 2 hour parking to allow people to visit South Park. The number of parking bays could be reduced, particularly those that cause constriction, such as the parking opposite Cross St, which is very narrow due to the bus stop. You are tackling the wrong problem: you need to reduce the amount of traffic. removing parking in the Avenue will not achieve this, and I think will exacerbate the problem due to increased traffic speed. Therefore I think you are significantly disadvantaging residents in the avenue for a very minor gain for a few cyclists. If you enforced current speed limits and stopped morons from riding electric scooters on the pavements it would make the avenue safer for all. Other than this specific road I am not particularly opposed to other elements of the scheme (but then, I don't live on other affected roads). Cowley Road is a mess - of the Council's own making, and urgently needs attention. Other improvements, such as cycle boxes at junctions are fine, many junctions already have these, but often the road markings are now very worn, and many

	cyclists simply ignore red lights at junctions. I do not understand why you are not able to introduce measures such as a no right turn from Abingdon Road into Donnington Bridge road, which I think would greatly reduce traffic flows across east Oxford, and also some form of traffic control at Warneford Lane, which would have a similar effect. It is not on street parking that is the problem, it is the volume of through traffic. Address this effectively and you will make the whole of east Oxford a more pleasant place to live and work.
Object	Removal of 650 parking spots on Oxford would be a disaster. These binary decisions rushed through under pressure from lobby groups have significant potential to cause distress to key workers in Warneford hospital (Warneford ln and Morell Avenue proposals) as well as visiting patients. Cyclists should not be allowed to travel at 20mph without licence and insurance as it is dangerous.
Object	Remove the Ltns in cowley then reconsider.
Object	Removing what ever limited parking is available will reduce accessibility to parks, schools and make life harder to families, elderly and disabled people.
Object	Residents having to lose front gardens to make concrete standing for cars (long term no where for rain to soak away and flooding). Most workers live outside Oxford (because housing is too expensive in Oxford). Implementing Quickways and stopping parking near their place of work costs them even more expense. Disabled persons and mums with babies and children should be given more consideration. YOU SEEM TO THINK EVERYONE CAN GET ON A CYCLE.
Object	Safety is key but to take more space from car users will cause gridlock, worsening air pollution. People won't travel into the central for leisure due to the travel constraints and businesses will suffer. Bad idea!
Object	See above. Instead of lessening the risk to cyclists, it will actually increase the risk when I cycle!!
Object	Shocking idea People have multiple cars where are they meant to park some people don't even have drive ways where are they suppose to park there own car let alone more. The idea makes no sense and is clearly quite outrageous. Furthermore we have No Car parks near by and the only way is our street 'morrell avenue' nothings has ever happened to a cyclist on our street and this idea doesn't need to happen.
Object	Stop screwing around with this. Oxford is already by far the most cycle-friendly city in the UK. Almost everyone who can cycle does. Cycling is a luxury for those who are able-bodied and rich enough to live in Oxford city. Everyone else needs to drive and they aren't bad people for doing so. Wake up and see the real world for goodness sake.
Object	STOP wasting TAX Payers money on stupid and ridiculousness. If people want to drive and park on roads then they should be free to do so. Drivers pay TAXES also so they ARE entitled to drive and park where they wish.
Object	Strongly against the plan
Object	Strongly object
Object	Strongly object to gross reduction in legal parking places
Object	Strongly object to this and LTNs. Making life impossible for those of us with a disability and unable to ride bikes!
Object	The changes proposed outside our house on the main Rose Hill Road are concerning for us. At the moment there is a traffic box for a right turn from Iffley Road into the slip road for the local shops/garages for Annesley Road and Villiers Lane. The bus stop is immediately outside our drive too so there would be traffic stacking up behind the buses. This box is helpful for us for turning into our drive safely in either direction and it allows traffic to flow including the buses. If this box is removed as proposed it will make our turn more hazardous and cause more traffic delays. We are already experiencing increased traffic volumes especially at peak times due to the LTNs.
Object	The consultation is invalid because it is totally biased towards cyclists and has missed Warneford Lane which is silupposed to have been included
Object	The designs are a waste of money. Paint does not make safe cycling infrastructure. Painted cycle lanes do not protect cyclists from being driven into, nor does it stop people parking in them. Painted cycle lanes are unlikely to encourage people to cycle, and are not useful for people who already cycle confident.
Object	The Florence Park Road/Church Cowely road junktion needs lights due to the LTN. The proposed changes for the quickways just exagerated this requirement.
Object	The LTN have already made a significant increase in traffic on the Iffley road, to remove parking as well would cause further chaos. Where will these cars go? People need to have cars, not everyone has a job

	within walking distance. I work 10 miles away. I can't walk and the bus would take at least 90 minutes each way, not practical with a family to care for. Cowley road and Iffley road are currently acting as an inner ring road, with increased pollution, constant noise and incessant levels of traffic.
Object	The Morrell Ave / Warneford Lane removal of on-street car parking is the only good part of this scheme.
Object	The name conflicts with the LTN schemes - e.g. Morrell Avenue is identified there as a "quietway" suggesting the hoped traffic increase along it is less than on the LTN "quickways", but here Morrell Avenue is grouped with all the other arterial roads as a "quickway". Simply avoiding an increase in traffic along e.g. Morrell Avenue will be far more beneficial to cycling and cyclist safety than paint on the road.
Object	The needs of pedestrians are not mentioned in this plan.
Object	The one installed on windmill road in Headington is dangerous, it has made no difference. It's make my role as community nurse more difficult. I would thought car will go quicker, as be no parked cars.
Object	The proposals are fundamentally misconceived. I live in the Iffley Road, and it is not a dangerous place to cycle. Cyclists going faster would be more dangerous, esp to, eg, children crossing the road to attend local school. The single biggest way to help cyclists would be to create bays at the bus stops - that is the danger point. These proposals seems to me highly disingenous - this seems to be a plan to reduce car usage, under the guise of helping cyclists. Even the questions in this "consultation" are all clearly biassed in the direction of the solution you clearly want. They clearly suggest that you do not really understand the actual needs and problems of the residents. Local, City, councillors have a far better understanding of the real problems.
Object	The questions/response options in this questionnaire make it extremely difficult to convey residents' views and therefore make the consultation unbalanced and restrictive
Object	The quickways do not offer much advantage over the existing system in place when traffic does not flow. We need properly segregated cycle lanes to avoid motorists blocking existing cycle lanes and bus stops interrupting cycle lanes.
Object	The reality is that local people need cars to get to work etc and they need a place to park them. What is the benefit to these car owners? Where are you going to fit 650 cars if you REMOVE the parking spaces? Expecting people to work within walking or cycling distance is not reasonable. What is the benefit to the local businesses? Who are they going to trade with if people from outside of SE Oxford won't be able to park there?
Object	The side roads are full of cars 24/7 with no spaces upto 4 streets away thats a long walk with my tools or shopping..
Object	The whole idea is absolutely stupid the traffic is bad enough without holding it up anymore it's bad enough with the ltns but this will be bedlam for pollution and totally jamming up the road system
Object	There are already wide cycle routes around the ring road and cycle lanes into Oxford, which if maintained and made safe would be adequate for cyclists to get around and into Oxford. The cycle lanes running into Oxford could be made a bit wider but to allow enough space for cyclists to ride at 20mph would be extremely dangerous. Many already go through red lights and zebra crossings, wear headphones and look at phones whilst cycling. Also so many not well lit at night. At that speed would be even more dangerous than now.
Object	There are cycleways now and half the time they are not used - traffic speed on Morrell Ave is horrendous especially at night with Taxi's regularly speeding at 60 plus MPH and most months there is at least one casualty of cyclists that we have to pick up off the road where they are going far too fast down the hill. Not everyone is in a position to Walk/cycle and by doing this you are taking away residents rights to an equal way of life.
Object	There are other ways to make cycle ways without making life impossible for those who need to drive
Object	There is no evidence that urban cycle journeys need to be faster in order to attract cyclists. Quickways still require interaction between all road users where there are gaps or bottlenecks, where cyclists overtake or need to change into traffic for a right hand turn. or where pedestrian cross. Segregation increases the sense of security and entitlement, but reduces the awareness and circumspection of road users when sudden interaction is necessary. As both a cyclist and car user I would ask you to consider shared spaces that are slowed down, rather than improving the speed by which some cyclists and motor traffic can get around. I have cycled in London and these types of schemes have not made me feel safe, quite the opposite, as all road users seem to have their personal sense of entitlement and seem to have jettisoned mutual consideration in the process. it does nothing to reduce car traffic, in fact improves it, thus encouraging it. There needs to be less and slower car traffic. I strongly object to

	these quickways for all those reasons.
Object	There is no provision for alternative parking for the 650 spaces removed in this proposal. It is not reasonable to want to wish all those vehicles away.
Object	These plans will result in more "speeding bikes" causing more accidents as for e-scooters worst things that have ever been allowed on our streets. The elderly need spaces for the visit of family and carers others attending Brookes or family's using South Park will loose vital parking No we don't need these cycle lanes we need compassion and care of other human beings.
Object	These plans, just like the LTNs, are ruining our wonderful city. It's obvious, the council is not representing the majority of residents, or even listening to the majority of residents, just a small subset. Please consider the disabled, elderly and others with mobility issues. We can't all ride bikes or scooters.
Object	These proposals (same with LTNs) only benefit a small minority, while making life difficult for the majority. If you think these proposals cut down on pollution you are sadly mistaken! Traffic being pushed onto already-busy roads, bumper to bumper, engines running, making pollution worse. Endangering access for emergency vehicles!
Object	These proposals do not take in consideration the elderly or disabled who cannot cycle. I am commenting on the Marston Road because it affects me. Already it has wide cycle tracks and is a wide road for residents parking. It's about time county council listens to the majority of voters.
Object	these proposed are political and not for the benefit of the resident or businesses or trade person that need to work the areas affected
Object	They are about the appearance of doing something rather than improving safety for cyclists. Most notably, they are completely incompatible with the LTNs since these are designed to push more cars onto the roads now being considered for Quickways - especially Iffley Road, Cowley Road, St Clement's and Morrell Avenue. The quieter roads where I live (the internal roads in St Mary's) are the ones that should be prioritised as safer cycling routes. I have made proposals for a slow traffic neighbourhood with greater rights for cyclists and pedestrians - this has not even been considered by the council.
Object	Think first of a plan to educate and/or penalise Oxford's reckless and selfish cyclists
Object	This cannot come at the cost of cars and motor traffic. This will only shuffle problems to a bigger extent, just like the LTNs have done.
Object	this consultation has barely been publicised and I only heard of it 3 days before closing. improve public transport and routes then less cars. I am cyclist..cowley road is not safe where cyclists are to evaporate when no bike lane
Object	This consultation is a farce - the cycle lobby of councillors will manipulate these results
Object	This council should focus on the important things, like making the city more accessible for the out laying suburbs. You making it impossible for anyone other than students who live walking and cycling distance to access the city centre. Everyone else is trapped outside the ring road and blocked by the council intent on keeping the working class out of Oxford. Disgusting
Object	This does not seem to make any concessions to disabilities. I cannot walk far and object to cyclists using the footpaths as a cycle track, If these cycle routes are approved and implemented it is essential that the practice of cycling on the footpaths is banned and enforced.
Object	This does not take into account older people who cannot cycle or indeed want to. It will make it even more difficult for buses already do not stick to timetables and for people to work out how long it will take to get to appointments. The side roads will have more parked cars and are already at full capacity. This will make it more difficult for tradespeople and others to park and visit. It would be good if you tried experiments like this in north Oxford where side roads are wider. I do feel strongly that if you are going to consult people, then the very least you can do is leaflet all the roads affected so that everyone can complete this document. You should also publicise it more widely. I only heard about this because I belong to a WhatsApp group. Also not everyone has a computer nor the time to read all the pdfs
Object	This has been a difficult survey to access and there have been no leaflets through the door about it. Invalidates the consultation
Object	This is a bad idea!! The cyclist do not follow the rules of the roiad already. Restricting vehicle traffic, will cause more frustration, more pollution, more traffic. This will not help solve any problems, it will cause more.
Object	This is a biased consultation. It assumes the plan is going ahead not whether we would like quickways. I don't think the council will take any notice if what I say; and feel this consultation is not serious, especially as the county council dismissed the results of the last survey on LTNS. I have no confidence

	in the democracy of the council.
Object	This is a very bad idea and will not improve travel for cyclists
Object	This is all a terrible idea. The new larger cycle lanes eg across magdalen bridge are a terrible idea and I am a cyclist. Plant more trees
Object	This is an intentional impedance on overall movement around the city. There will be slightly more quickways for cycling and slow-ways for everyone else and overall. Is this in response to an identified need or a quick way to a votewinner? Please consider this in a practical and real sense. Thank you
Object	This is back door to bring CPZ into areas that voted against . They will also add more pollution to the Donnington area where there is 4 schools in the catchment area. Perhaps those who thought this ridiculous scheme up should look Ella law .
Object	This is not a sensible idea.
Object	This is too focussed on removing cars. The money could be better spent assessing the whole solution and not putting drivers against cyclists. This survey is biased in it format and approach. PLEASE think again! We can do his together but not with the current divisive plans
Object	This plan is poorly thought out and inadequacy signalled to residents in streets affected. I only found out by chance. I've never owned a car,driven twice in my life and cycled for over 60 years. This plan potentially disadvantages our household. There is an excellent potential for a good safe cycle way in and out from Headington up and down the London Road. This will have little impact on residents as there are few.It is wide and should allow for good wide lanes and has little or non on street parking. The traffic priority in Morrell Avenue, which is possibly the finest in Oxford (.Where else do you find such mature trees and verges.) should be in terms of control of volume and speed of motor traffic in the road. Morrell, Avenue has been neglected by the powers that be and it's historical and aesthetic value under rated.
Object	This proposal reduces important on-street parking which will make life very difficult for many residents and their visitors.
Object	This scheme and LTNs amount to little more than bullying from certain sectors of society over others. The fact is the Cowley Road is a busy road that is the main route through Oxford city. Cowley is an area that relies on a car factory for many of the local employment opportunities so it feels very hypocritical to enforce this anti-car scheme on to this area, if any. What is going to happen to roads generally? It seems like everywhere this scheme is implemented will need to become a one way system? How will that work? Most people will not want to stop travelling by car in the city, just accept that and stop bullying your citizens. If the council wants to improve Cowley Road, extend the 20pmh limit along the whole length to Between Towns Road and install a safe crossing near my home at the Howard Street/ Kenilworth Avenue junction, people drive AND CYCLE too fast and come out of corners too haphazardly! It has been done on Manzil Way, do it there too. Focus on getting people to drive and cycle more considerately, get brighter street lighting, impose limitations on the number of cars people can have to one per household (with the exception of taxis where one extra vehicle could be allowed), use the money set aside for divisive LTNs and 'quickways' (which will become 'slowways' for motorists!!), use the money for grants to help someone like me who relies on my car due to a disability switch from diesel to a greener electric alternative? As you can see, my only further comment is that I do not want quickways in my area.
Object	This scheme is awful. The cyclist being told to ride the same speed as cars is stupid and dangerous. Cyclist must be made to take cycle safety courses like The Cycle Profincy Scheme my children and I took so there is more awareness of their own responsibilities to help cyclists stay safe. Cyclists already exceed the 20 mph speed limit in Morrell Avenue and overtake cars into oncoming traffic, this scheme will just make it legal for cyclists to go even faster with very little protection and no insurance to protect others or themselves. How are tradesmen supposed to service these areas if they can't park anywhere?
Object	This survey is not well publicised
Object	This survey is very biased and manipulative. Most of the questions are to support the proposed project, which does not give room to object it beyond the last two questions. Even the list of reasons to object are very shallow. Disappointing and It makes the process itself invalid.
Object	This will ruin east Oxford as a place for shopping, eating, visiting/meeting friends for all of those unable to cycle. When I could cycle (pre-disabled daughter), I enjoyed back roads, the tow path etc, leaving the main routes for the cars. This is how it should be
Object	Traffic lights which turn green for cyclists ahead of cars is the ONLY improvement I have witnessed that

	work out of all the schemes implemented within oxford in the last 20 years
Object	Try spending some time ASKING residents and road users what they want and need. Weve had the Slade seriously narrowed only to find thee lycra brigade still using the road dangerously instead of the allocated cycle lanes. Now you're moving on to impose these policies on narrower streets making them even more dangerous.
Object	Underlying issue with vehicle flow throughout Oxford is not resolved by increasing cycle use - Bite the bullet and create a proper traffic flow system with one way on main arteries - invest in reconstructing critical cross links.
Object	Utter waste of public money. Fill in the potholes instead.
Object	Very coercive questions, and this consultation is so flawed by only getting the views of internet generation. Nothing to stop all the cycling groups around the world filling it in with an Oxford postcode and a vpn
Object	Waste of our money with many negative aspects
Object	Waste of public funds
Object	We already had enough with the LTN, and permit holders so enough it is enough
Object	We are concerned that on the one hand residents are being encouraged to use our green spaces to maintain/improve physical and mental health , while on the other all available parking is to be removed, thus preventing or complicating use of the Park. For the above reasons we (FoSP) hope the proposed changes will be modified so as to ensure Park users are not disadvantaged.
Object	We have to balance parking with cycling. Cyclists are already well catered for. It is not fair to remove over 650 car parking places from East Oxford. Although the city has ok public transport it is very expensive, but national public transport is terrible. So people need to have cars in order to travel between different towns outside of Oxford. I have to regularly visit my mum in Berkshire and this would be impossible without a car.
Object	We need to make all road users responsible for their actions, not just victimise the Car/Van and other large motor vehicle users.
Object	We use our vehicles for transporting our old dogs to walking areas/parks etc, I also volunteer and complete pickups at clients homes using my car and I also post many parcels and need to be able to park fairly close to post offices so I can manage to carry the parcels. Not being able to park restricts my freedom to complete activities I enjoy and also would prevent me from continuing to provide volunteering services to the local community. We also cycle a lot around Oxford, particularly to get into Oxford town centre as the parking is so bad and don't have any issues with existing cycle ways or using very quiet roads that connect to various cycle/walking paths around the town. We travel along the river and on official cycle paths and as I stated, quieter roads. We travel as far as Whitney on occasions and I feel very safe. There are many other towns I visit that I would not cycle in but Oxford is very safe already. I'm more concerned at losing parking spaces...particularly 649 of them!!!
Object	What a waste of public funds by Oxfordshire council, this money could be better spent on housing
Object	when parking spaces remove, then the driver will park illegally outside our residents area and make us difficult to access
Object	Where they have been installed and the road is not wide enough e.g. Windmill road. Cars regularly drive in the cycle lane because the road is narrow, they drive a lot faster than when they had to stop and wait for each other and it is not really clear how the cycle lane is meant to work.
Object	Who comes up with these ideas? Has anyone actually viewed these roads - the speed at which cars/taxis/buses travel along Morrell avenue is already dangerous - if you had actually done any research you would realise this proposal makes no sense - it's just going to increase traffic speed down the road, increase traffic and parking on adjacent roads which will then result in this roads more unsafe. Madness! If you want to do something that would improve the situation - put in cycle lanes and traffic calming measures!
Object	Whoever suggests 20 mph as a realistic or safe urban cycling speed has never used a bike, and definitely not on Oxford roads, which are full of potholes. Also, there is clearly no space on Cowley road for 1.5 m bike lanes - and these ultra-wide lanes are not needed. Giant lanes on Magdalen bridge didn't make it any better. Overall, the plan is ridiculous and completely misses the real problems. And if you plan to remove 700 parking slots, where all these people are supposed to park? As someone cycling regularly I have noticed this (and the proposed plan doesn't touch any of these problems): 1) There is no proper enforcement of existing speed limits in the city. Even 30 mph is fine, but cars and motorbikes on Cowley and Iffley rd drive much faster than that, especially at night - where are the

	cameras? 2) Markings on the road are neither clear nor they are concise. In Oxford many markings are barely-readable, the bike lanes disappear, jump unpredictably on sidewalks and back, change from one way to two-way to shared with pedestrians with no logics or even proper announcement. If there is no thought in the markings, people ignore them, obviously. 3) There are no penalties for unsafe cycling and no encouragement of safe one. People don't use the lights, jump on roundabouts without stopping, don't look around etc. 4) Some cycle route decisions are confusing. For example, there is a bus running on Queens street - but the street is closed for cycling. Why? And how are cyclists supposed to reach the train station from East Oxford?
Object	Why all of this happening in East Oxford, why not do this in areas which are Majority White. This picking on the poor areas of Oxford.
Object	Why bother with this consultation when you will ignore the results if they against what you are going to do
Object	Why has there been such a short time for consultation, and why have the details of the scheme been so poorly advertised? It would be useful to not just name the streets concerned but publish a map showing the areas that will be affected. To give less than three weeks for people to comment on a scheme which will have a major effect on people living, working, and owning businesses along these routes, as well as business owners, is far too short a time for a serious consultation.
Object	WHY?! Repair the roads. Consider better options for some junctions (the a34 Botley road about comes to mind) and stop the fight between cyclists and cars (by making cycle lanes crazy big). Why does a cycle lane need to fit two bikes side by side? Standard size for one bike is fine. I've cycled for many years on the Oxford roads and I feel safe except for big potholes. I have had a couple of accidents and both were down to drivers not paying attention at roundabouts - the cycle lane wasn't an issue. I was impressed with the new segregated cycle lane near Holloway going towards Headington (as there is room for it) but the extra wide cycle lane on windmill Road is crazy - makes me feel nervous on a bike as there is not enough room for cars and just encourages them to go into the cycle lane (which I don't blame them for). If pollution reduction is the aim (which I'm all for) then consider banning cars in the city centre. BUT you need a suitable alternative. Maybe make park and rides free? As someone who cycles a lot, I'm happy to discuss further if that would help.
Object	Will cause general frustration and congestion and push traffic into other streets to park. Will not encourage more people to cycle. Many cyclists do not use them anyway or stop at red lights or observe other traffic rules. Scheme will make no positive improvement to the general situation. Will encourage traffic to speed up Morrell Avenue more than it does at present. Maybe need plans to charge road tax to cyclists to help finance this scheme.
Object	With the nature of my job & commute, I absolutely have to use my car every day & also for many essential personal journeys. I have lived in Oxford all my life & have driven in Oxford for two decades & never had an incident with a cyclist. Having grown up driving with cyclist I believe the main way to improve safety is cyclists & car drivers to respect each other & for car drivers to give cyclists all the space they deserve when overtaking. I am very opposed to the Quickways plan as it is unfairly removing so many car parking spaces. Many are absolutely vital to residents & for customers visiting businesses. Also many of the car parking spaces being removed are close to Public Parks (e.g. South Park) which are used by families who may legitimately have to use a car to visit, it is utterly unfair to remove these spaces. When there are big events happening in these parks, where are visitors going to park (many of whom come from great distances & it is not realistic to suggest they will all cycle there). Some of the roads where you plan to have '24/7 no waiting at any time' (particularly on roads where properties don't have frontal garden driveway or parking areas like Iffley Road), how are builders, plumbers, electricians, delivery vans, etc... supposed to service all hundreds of houses & businesses with all the heavy equipment they carry in their vans? Do you expect all the residents, visitors, tradespeople, etc... to park long distances away on the already crowded side streets (where all the parking spots will be taken anyway)? In the evening & winter times, when there are very few cyclists on the road, it's seems totally ridiculous to remove those parking spaces which are very valuable to residents & businesses. I believe there are alternatives that should be considered, for example Cheney Lane is a very quiet road with just a row of cars parked on one side, which could easily be used by cyclists. Or create, where possible, separated dedicated cycle paths without impacting roads that are used by vehicles, like the Kennington cycle path.
Object	With the proposed Road closures around Morrell Avenue. This is going to increase the traffic on Morrell Avenue. Now with Bike lanes, I am not convinced that many people actually cycle up Morrell Avenue but they will be speeding down Morrell Avenue causing accidence to pedestrians. What with

	the increase in carbon dioxide and the cyclist speeding down the Avenue we won't be able to go out for walks and will become prisoners in our own homes. I am also very concerned about the trees which would be effected some have been here for nearly 100 years.
Object	Without a driveway it is already challenging to park. If cycleways are introduced there will be nowhere to park and more cars pushed onto side streets that are already congested.
Object	Yes - where are pedestrians in all of these plans? I am one and I want to use main roads safely too. Why do pedestrians have to put up with pollution and speed merchants in every type of vehicle hurtling by. There needs to be more crossing points along the length of this road to allow for easy access to facilities e.g. the route at the junction of Oxford Road and Cleveland Drive that takes you to Cowley Centre shops / gym.
Object	Yes.. ... This is not a consultation but data gathering
Object	Yet again the needs of elderly and disabled people are ignored, as well as mothers with young children, carers, emergency services, tradesmen, taxis drivers, etc., just in order to benefit a minority of road users.
Object	Yet another unwanted initiative that will impose huge disruption with little benefit to the majority. This will be even worse than the useless Access to Headington scheme which cost millions and caused years of hold ups. The changes have not seen a massive increase in cycling and there is far more traffic using London Road than before as people changed routes to avoid Headley Way. When will councillors realise that the best solution is proper affordable reliable public transport. We are nowhere near that in Oxford and this kind of tinkering will cause more harm than good.
Object	you are creating no-go zones for disabled people with mobility issues who will be losing hundreds of parking spaces (counting with the yellow lines.). Consequently, since they can not walk for long distances (remember that PIP only gives disabled badges to those walking 10 meters or less) they will be kept away from all the major arteries of the city. Is this the city that the Labour party in charge of the council wants, one that effectively puts the disabled in ghettos unable to reach most of the city? Is that the legacy to leave. There are other ways to protect cyclists and the environment without being at the expense of society's most vulnerable like this project does
Object	You are destroying Oxford business downtown! No one will go and shop there anymore….unless they go cycling.
Object	You plan to charge me to park outside my own house AND then push other traffic to park on my street - simply not fair
Object	You should subsidise bus services for short journeys. It costs over £3 to go about half a mile!
Object	You will not reduce carbon Emissions by forcing traffic onto already congested roads. The only way to reduce traffic is to let it flow not put obstructions in its path. If people using cars can complete the journey quicker this will save emissions. Not putting obstructions in there path prolonging there commute and damaging their mental health
Object	your already doing ltn schemes and making streets residents permits and reducing parking for non-residents and also making some parts of oxford low emission areas so now you want to make the streets virtually impossible for driving on this i is ludicrous look at countries like Denmark and the Netherlands they have better street and road designs they are not like oxford where you keep building more and more homes so your creating more and more vehicles in the town and its not other car drivers that put me off cycling it's the large buses that i dont wish to drive in oxford
Support	Advanced stop lines at the junction of Cowely Road and Between Towns Road is required and is currently missing from the plans - The proposals should include more bollards to ensure safety - Barns Road should be included as a quickway
Support	Removal of the parked cars in the Donnington Bridge Road cycle paths is long overdue - it currently makes exiting the junctions along that road quite dangerous. I hope these double yellows will get enforced. - Reshaping of the bottom Iffley Turn exit looks great, that's always been a sketchy junction - Removal of the right hand turn lane at the Rose Hill Iffley Road / Between Towns Road junction is great, that traffic light doesn't currently work for cyclists at all. - The cycle underpass exit joining the Iffley Road next to the ring road could do with more protection than your plans currently have, e.g a bollard before the cycle path joins. It's currently impossible to join with any sort of momentum. - Cowley Road has always been dreadful to cycle down (especially the further you get into the centre of town) so any improvements here are welcome. - Would love to see more proper segregation with bollards and lumps in the road than in these plans.
Support	• Wadham College has accommodation for 130 – 140 students on Iffley Road, between Percy Street and Charles Street. The students are not permitted to keep cars in Oxford, so their main modes of

	transport will be cycle, bus and walking. In general our students will travel at least once daily into central Oxford. A good many use cycles. • Students are typically inexpert cyclists and their safety depends on having logical road layouts and junctions with markings that are clear to all users. • We welcome the proposal for clearly marked and largely uninterrupted cycle lanes along both sides of Iffley Road, as a safety improvement measure. • The removal of parking places on Iffley Road will widen the available space, and also reduce the risk of collision with car doors from parked cars. • However, it is not clear what alternative parking or transport arrangements there will be for those that currently park here – and whether this will lead to increased pressure for parking spaces in the already crowded side streets. • As owner of a large building complex, we need i) occasional parking for maintenance contractors / delivery activities – e.g. Short term parking area in Charles Street or Percy Street box, ii) the ability to pick-up and drop off students or teams of workers e.g. from shuttle busses or mini-busses when needed. iii) the ability to arrange parking of larger vehicles for when periodic major works need to be undertaken. • The scheme does not seem to include any improvement on existing problems at i) The Plain Roundabout (especially for southbound cyclists) and ii) between Magdalen Bridge and Longwall Street Traffic lights. We would welcome further thought on these sections of road.
Support	1. I am unsure of the use of a 20mph speed limit on Abingdon road without associated cycle lanes - I'm concerned this will simply annoy car drivers rather than being actually useful to cyclists. 2. On the whole, I'd like to see particular attention paid to transitions on and off cycle routes and how to ensure that the most attractive/obvious routes for a cyclist are also safe, legal, and obviously correct to other road users. For example, the separate cycle lane on Donnington bridge road is fantastic, but at both ends (particularly the Abingdon road end) it just peters out and it can be difficult to cross the road to resume travel.
Support	1.5m is not enough! Cowley Road (and the others) need physical barriers and strictly enforced low speed limits. Until children can safely cycle without fear of a racer crashing into them or van turning into them...
Support	A consistent, predictable cycle route system that allows cyclists to have priority over side roads is essential. Forcing us to stop at every junction just causes people to ride in the main carriageway even when cycle infrastructure is provided. This causes friction with other road users. Additionally, parking should never be permitted on a cycle route it is incredibly dangerous
Support	A great idea - well done for trying to make progress - we all need to use our car far less than we do now. Shame it has taken so long for Oxford to eventually get around to it - hope it does not get put on the back burner (after the inevitable motorist outrage) and get fully implemented as soon as possible. Many thanks.
Support	A high proportion of opponents and car users most affected by these proposals are unlikely to engage with this form of consultation.
Support	A lot of streets are unsafe for cycling with children and parking cars obstruct cycle paths and pavements very often, forcing cyclists onto the main road.
Support	A major impediment to more cycling is the quality of the surface, and this seems to be a particular problem in Oxford, although there have been some welcome improvements (e.g. Walton Street, Summertown shops etc..)
Support	A very welcome set of initiatives that will benefit many people who live and work in Oxford
Support	Abingdon Road is awful for cyclists in terms of parking spaces cutting into cycle route.
Support	Active travel and public transport are essential alternatives to address the environmental challenges. They cannot be resolved just by changing to electric vehicles.
Support	Adding traffic lights specific to cycle lanes would allow cycles to safely change direction (especially turning right) and also ride into shared streets safer when the cycle lane suddenly stops.
Support	Addition of double-yellows, cycle markings in middle of lanes, and Orcas on Between Towns, are all very welcome. More painted cycle lanes are not welcome - they discourage cyclists from taking the safer primary position, and invite aggression from drivers when straying outside the lines. Elsewhere in Oxford they are usually full of parked vehicles - nothing in these plans suggest the new lanes will be treated otherwise. They make me feel more unsafe. Please, remove them - don't add more!
Support	after due consultation, let it be as soon as possible
Support	After loosing a dear friend on Botley road 4years ago, and hearing about another young woman dying whilst being a cyclist just recently, it feels like we must act fast to save lives and do everything we can do as a community to make our city as safe as possible.

Support	All efforts to do this will be wasted unless there is better policing of motor vehicle parking, loading etc. I would even go as far as to say that there is no point getting started on this until and unless traffic rules are better enforced around the city, and particularly in East Oxford.
Support	also attend to pot holes so bikes don't have to swerve round.
Support	Although we are the best counties in the country to own a bike, we need to put pressure on drivers, especially those that live and commute within oxford, to ditch their cars and cycle instead. This can only be done with better infrastructure. Not only will it make roads safer which will encourage others to cycle more, but it will help cut down air pollution of which has a dramatic impact on public health. It also helps cut down the cities carbon emission and will show a big commitment by the county to help tackle climate change. It is also great for the populations physical and mental health and wellbeing and reduces premature death and ill-health.
Support	although, for example, lack of parking on Iffley Rd will be a problem (my single parent daughter lives there and we often need to drop off large items etc) I totally support anything which discourages me and other residents from using their cars for short journeys within Oxford. I welcome the increase in the number of bike stands around the city. But still not enough within the city centre. I hope there is consultation between the staff working on the LTN proposal in East Oxford and the Quickways people.
Support	An increasing number of children are likely to use Marston Rd to cycle to the newly-opened Swan School. It would be irresponsible not to ensure this road is as safe as possible for young cyclists. Please improve this stretch of road for cyclists to help ensure their safety and well-being.
Support	Andy Coram did an illustration of how there is enough room for segregated cycle lanes on both sides of the road. I can forward his views.
Support	Anything that encourages more cycling and less traffic in Oxford can only be positive though I expect there'll be be complaints about the removal of on street parking.
Support	Anything to keep motor vehicles away from cyclists and pedestrians is a good thing. Safety is the most important thing, in my opinion. As a cyclist, I feel most vulnerable with HGVs, and vehicles speeding to over-take me in 20 zones
Support	As a cycling mother, I would just like to say thank you for doing this. I am a very slow and careful cyclist as I carry my son on the bike, but the speed and closeness of cars and lorries always gives me shivers. Of course, when possible I go via the river, but if I have to go to the doctors or the shops that is just impractical. Thank you for working on this.
Support	As a grandparent I am concerned that we do all we can to improve the cycling environment for the younger generation
Support	As a regular cyclist and a non-car owner, I strongly support the principle of improving cycle infrastructure in Oxford. However, I have concerns over this scheme and over the way the consultation is taking undertaken. With regards to the information in this consultation, it is not appropriate just to supply masses of black and white technical drawings and assume this gives sufficient information with which members of the public can make an informed judgement on the detail of the proposals. Two-dimensional technical drawings are for the benefit of engineers who implement them, not for the average member of the public for whom they are difficult to comprehend and ridden with technical jargon that is difficult to understand. Why weren't there any artistic drawings or altered photos produced that show what the changes will actually look like? Why is there no written information included that explains in more detail what the changes are that are taking place? With regard to the details of the schemes, so far as I can tell all the proposed cycle lanes will be advisory rather than mandatory anywhere. Why? One of the single biggest problems cyclists face is drivers violating lanes, both driving in and parking (often illegally), because they are seen as 'optional'. This can seriously undermine the credibility of the infrastructure. Mandatory lanes are much more effective at discouraging this attitude and ensuring that the cycle routes remain genuinely useful. And I am not at all convinced that removing 650 parking spaces in a short period of time and telling people currently using them that they can still park in side roads is a wise strategy. As someone who lives in one of the side roads, I know that parking spaces are already highly sort after, particularly overnight. There needs to be a supported period of adjustment; existing drivers need to be given detailed advice on what the alternatives are (for example making more use of car club vehicles) rather than just being told they can park elsewhere nearby.
Support	As a regular cyclist, these schemes will make no difference to my behaviour. Is there any evidence that regular car drivers will change theirs with wider cycle lanes?
Support	As a resident of Arnold Road, I am concerned about parked cars from Donnington Bridge being pushed onto side roads. Arnold Road already gets very congested with parked cars at times!

Support	As a supposedly 'cycle-friendly city' Oxford is pretty appalling.The County Council seems to be incapable of enforcing or monitoring basic specifications when utilities companies are filling in after work - there are many times I have seen very coarse hardcore being used instead of an MOT Type 1 or equivalent, and this seems to result in excavations sinking very quickly and creating pot holes, witness the many times work has to be redone in the vicinity of Cowley Rd, Magdelen Bridge, and the High St. These pot holes are very dangerous to cyclists who have to cycle round to avoid them, thus taking them out into the path of faster and heavier vehicles. Another issue is being able to park a bicycle securely in the centre of the city - it is often easier to park a car in Broad St than to find a secure parking place for a bike. When my bike was stolen recently from the cycle racks along Brasenose Lane I reported this to the Police, who responded within 1 hour to say that all possible lines of enquiry had been exhausted, and they would not be investigating any further! This was presumably because there was no CCTV in the vicinity. We need lots and lots of Sheffield style bike racks in the centre of Oxford, preferably with CCTV and rain shelters. It should be easier to park a bicycle than a car. In particular whoever runs the Covered Market in Oxford (presumably a City Council responsibility) need to provide decent well-faced Sheffield racks rather than the incredibly awkward and tyre damaging racks that form the majority of cycle in parking in the market. Also we need signage to tell vehicle drivers that aggressive behaviour towards cyclists will not be tolerated and can be reported easily. All of these issues need to be addressed if these 'Quickways' are to be successful in making a bicycle the obvious choice for those of us who can cycle.
Support	As a Wheatley resident I would like to see the route from Headington roundabout to St Clements also on the list. There are some v poor sections for cyclists there too. Key also is to differentiate cycle lanes from road and pavement, and physically to prevent parking on cycle ways AND pavements.
Support	As above, if when entering the Plain roundabout from Iffley Road I believe rather than doing an almost hairpin left turn into Cowley Place there should be a no left turn and they should have to go around the roundabout. This would be much safer for cyclists who use the cycle lane and then without warning have a car who does not indicate turning left into them.
Support	As above. More ambition and more consultation please. Although I write as an individual, I am a member of one of Oxford biggest cycling clubs and as far as I know, we have not been consulted despite being major stakeholders and experienced cyclists with much to offer planners.
Support	As already mentioned, I would like to see the quickways separated from vehicular traffic wherever possible as this will provide the safest way to travel by bike around Oxford.
Support	As long as it doesn't make life harder for older or disabled residents who rely on driving. Not everyone can use a bike.
Support	At the moment I cycle far less than I would like, and my children, due to not feeling safe where cycle lanes just stop or are very narrow - such as Headingron Hill going into town.
Support	Be bold! Do not favour parking over the safety of cyclists.
Support	Be bold. 20mph speed limit throughout the city is required. Implement Connecting Oxford Plus. This is a climate emergency.
Support	Being a resident in Greater Leys, my cycle commuting journey to work will not be much affected/improved by this. I still have to negotiate a very busy artery into Oxford without adequate provision for bikes. However, I do appreciate that we have to start somewhere and the inner citry is most frequented by cyclists. I very much hope that the proposed schem is phase 1 of a complete overhauil of cycling facilities in Oxford.
Support	Being able to wait ahead of motor traffic not only makes the get away safer, it is far safer being visible to drivers. But also sitting behind queuing traffic is awful, the exhaust fumes are disgusting. Too many existing cycle routes are too narrow, the one on Banbury road, that narrows as it passing a crossing island is ridiculous and I've had a few near misses there.
Support	Being realistic, if non-cyclists and occasional cyclists are ever to be attracted away from their cars there has got to be a fundamental rebalancing between uses of road space. Current car enthusiasts will be unhappy if some of the road space is no longer available to them (e.g. for parking) but there is no other option short of bulldozing the city. Some while ago there were very sensible proposals to make, for example, Iffley Road and Cowley Road one-way i.e. for traffic flow in and out of the city . This would enable the best of both worlds re use of current road space (including parking).
Support	Better cycle paths and more LTNs are great but you seriously need to address how you are going to manage vehicular traffic. How are you going to reduce traffic coming into city? More P&R facilities, better bus connections, etc.
Support	Better safer cycling and fewer cars has to be the way forward for so many reasons. Look how other

	cities eg Amsterdam have been transformed have been transformed for the better of everyone by giving cycling the priority it deserves.
Support	Bike lane safety is paramount - this ensures more risk averse people take it up. This is particularly important for parents with young children. Bike lanes should be protected by barriers, I'd prefer concrete separators but even plastic bollards will be better than nothing. I do not cycle mostly because I had close calls on busy roads where drivers would enter painted cycling lanes.
Support	Brilliant scheme - great to see an effort to increase cycling and reduce car traffic. Oxford could be a beacon of cycle use.
Support	By far my biggest priority is to make cycling safe in Oxford - particularly for my grandchildren going to/from school and for older residents like me. Cycling is the most important exercise I take to keep me healthy, but you need more room to cycle as you get less steady with age. Ironically I'm given a free bus pass to help me get out more, but it's the hazard of sharing the bus lanes that most makes me scared to cycle and so deters me from going out.
Support	By far the most important consideration for most parents - and consequent impact on school rush hour traffic - is safety . This must be number one. There should be even lower speed limits where necessary and bans on overtaking, plus space and staged lights at junctions. Where roads are too narrow for segregated cycle lanes one way motorised traffic should be considered
Support	Can care be taken in the implementation of any new cycling infrastructure to avoid pinch points. Currently the roads around Frideswide Square which was redeveloped in an effort to allow cyclists, pedestrians and drivers to co-exist pushes cyclists into dangerous positions when, during heavy traffic, cyclists are forced to filter in lanes that are poorly maintained and often suddenly disappear (both on Hythe Bridge street, Park End and the Botley road approach to Frideswide Square). Additionally, true cycle lanes, featuring physical barriers against vehicles are far more effective than merely painting lines on roads. The broadening of the cycle lanes on Magdalen bridge has done little to improve the experience of cyclists but has forced drivers to drive through the lanes undermining their very purpose.
Support	Can you please ensure pedestrians' needs are considered and prioritised over all other users, as this is my main means of travel. I feel my safety is more at jeopardy from cyclists than cars. I'm fed up with near misses from cyclists riding fast on pavements (adult men particularly), not stopping at pedestrian crossings, and cycling far too fast on the roads with a belief it is anathema to ever have to stop for others. Such behaviour encourages me to use my car more. Plus, bizarrely I feel safer with cars as at least they stay on the road. Similarly, now with scooters. Some cyclists think they can do whateverthey like, and at whatever speed they like with little head to others. Please ensure cyclists are registered, taxed and insured. Heavy fines for those without lights and use the pedestrianised areas in town. As a multi vehicle users, I am sick of aggressive cyclists.
Support	Change the name "quickways" to something else - a number of people are saying this gives cyclists the right to cycle fast and dangerously
Support	Changes to Donnington Bridge Road look great. But I have some concerns: 1. The scheme stops at Meadow Lane lights. Old westbound cycle lane has been removed. Existing cycle lane over bridge and beyond is too narrow for two way traffic. 2. Cycle / pedestrian priorities at Meadow Lane traffic lights are complex and give rise to conflicts specially with some fast cyclists not slowing down for pedestrians crossing the road, etc. 3. At Weirs Lane end cycle lane disappears completely at Chatham Road. This makes it hard to cycle to the small Tesco shop on the corner. Two crossings of the main road required and ~100m in traffic with no cycle lane. 4. My conclusion is the scheme should be extended to traffic lights at Abingdon Road.
Support	Clear route markings and signage should be in place across all cycle lanes. For example, the current Headley Way and Cherwell Drive cycle and shared cycle lanes lack clear designation/markings/signage across long stretches. The more segregation between cycle lanes, pedestrians and roads the better. I am also concerned that e-scooters can travel too fast in cycle lanes and are a potential danger, especially to younger cyclists.
Support	Clearer, safer bike routes will be very valuable to families. Cowley Road as currently laid out (and some other routes) are too difficult and risky for cycling with children.
Support	Coloured cycle lanes and wands where possible would be good to increase cycling rates and public favourability. We need to stop cars parking in cycle lanes and on double yellows. Better enforcement, physical segregation where possible should help
Support	Comment this initiative, its very forward and positive thinking - well done
Support	Comments for Oxfordshire County Council Quickways cycle route Consultation 8.10.2021 I am a local cyclist, driver and pedestrian. I have commented below on the sections of planned cycle quickways

	that I use the most. I generally support the idea, but think the planning needs to be very careful, and I have some suggested improvements. St Clements quickway (see St Clements Technical Drawing 2 of 2.pdf): suggested improvement to London Place cycle lane. I use this route very often, by cycle, car and on foot. There is an obvious huge improvement you could make to this quickway section. There has always been an on-pavement cycle lane along the north side of St Clements/London Place (starts part way along London Place, ends just before the Marston Rd turning). This on-pavement cycle lane could easily be extended so that it starts just east of Cave St (before the Morrell Ave junction traffic lights): i.e. close to where the Voi scooter bay near Cave St is now). The pavement is plenty wide enough for the on-pavement lane to start here. Cyclists travelling east on St Clements intending to go up Marston Road would then be able get onto the extended pavement lane just before the Morrell Ave junction traffic lights after Cave St, then the lane could be set up to allow them to cycle all through this traffic junction on the pavement cycle lane, essentially avoiding the road and avoiding having to stop at the 2 sets of traffic lights, and keeping out of the way of the other traffic on the road. This would smooth the flow of cycle traffic from St Clement's up Marston Road. You would have to mark this on-pavement cycle lane as strictly one-way for cycles (I have seen people cycling the wrong way), and mark it to make pedestrians more aware it is a cycle lane. St Clement's quickway: problem with left turn into Rectory Rd. There is a safety problem in your plan to remove the St Clements dedicated left-hand-turning car lane for traffic turning into Rectory Rd. Currently this section has 2 lanes of traffic. Your plan is to mark the town-bound cycle lane on this part of St Clements as continuous across this junction. However, cars will still be allowed to turn left into Rectory Road (and this is a busy junction), but now the cars will have to wait and look for cyclists along side them, before they can safely cross the cycle lane and turn up Rectory Rd. This will bring cars etc into direct conflict with a continuously flowing cycle lane. This will lead to more accidents and could encourage more vehicles to drive aggressively or blindly across the cycle lane, causing crashes. Currently cyclists who know this turn are able to take up a defensive position in the left-turning lane, keeping the left-turning cars behind them so they can safely cross the junction and prevent collisions as car drivers are fully aware they are there. But if, as planned, all the cars are now in a lane to their right, this will force car drivers to turn across the continuous flow of cyclists, rather than queue behind the cyclists. This increases the danger of collisions, but I do not know the best solution, other than leaving it as currently, with 2 lanes, or making Rectory Rd no entry (which has lots of other problems). St Clement's parking suggested improvement: parking is the main impediment to safe use of the cycle lanes. There are always vehicles parked legally or illegally all along the street/manoeuvring into spaces on this very busy street. It would be best for cyclists if all parking on St Clements was removed/double yellows enforced. Wand orcas are a hazard to cyclists, pedestrians and other traffic, not a benefit. I am very concerned about the use of wand orcas: they might seem at first thought to be a good idea to protect the cyclists/cycle lane, but they will create a hazard for all road users. Cyclists will, in effect be cycling in a very narrow channel between the pavement kerb and the line of orcas – it takes a lot of concentration and skill to do this and does not allow any room for manoeuvre or the usual freedom that road users have to use their own judgement about when it is safe to move out/overtake/give space to people on the edge of the kerb, etc. The set-up on Donnington Bridge is like this, but with concrete kerb barrier and a narrow cycling channel and it is very tricky to negotiate. The orcas will take up some road space that could be dedicated to giving a more width to the cycle lane. Cyclists who want to move out of the cycle lane to overtake or turn right will suddenly come across an orca on the cycle marking lane. This will not be expected or necessarily visible in a busy street when the cyclist is concentrating on traffic. It will be a collision hazard. Wand orcas will also be a hazard if two cyclists are riding side by side at less busy times – e.g. a parent with child inside them. Wand orcas will be a danger for pedestrians crossing the road, as they do at random places not always at crossings. The wand orcas will be easily knocked down/be crushed by lorries/delivery vehicles/buses, creating a hazard. I looked at what Cycling UK say about wand orcas – they say: "Low-height solutions, such as 'armadillos' and 'orcas', have proved unpopular with both cyclists and other road users. This is because they provide only a limited sense of protection, while presenting trip hazards to pedestrians and putting motor-cyclists at risk of slipping. " Speed limit reduction to 20mph suggested improvement: 20mph is a good idea, but would be better if you restricted speed to 20mph on whole of Marston Road from William St to Headley Way, and the whole of Headington Hill Road from St Clements all the way up the hill. A varying speed limit is just confusing for drivers, and does not make much sense, since these roads are used as busy urban routes. 20mph will be safer for all if a collision happens. And, of course, it will need enforcing. Marston Road quickway suggested improvements: Marston Road at the southern end, near St Clements Church is too narrow for 2 cycle lanes. Some years ago the cycle lane alongside Headington Hill Park was widened

	slightly and the centre marking on the road removed all the way along this stretch, in order that car drivers could give more leeway to cycles. This made it safer for cyclists, but it is still a dangerous stretch. Your quickway plan shows you plan to put back the centre line and have cycle lanes either side of Marston Rd. This will make it worse again: there will not be enough room for 2 buses to pass, and the cycle lanes will also be too narrow in places. Better to have no centre line, as now and buses have to wait behind cyclists until they get to the wider stretch of road. I would hope you could plan a scheme to allow cyclists travelling north on Marston Rd to have a dedicated cycle lane on the same side as St Clements Church. Much of this end of Marston Rd has a very wide pavement – ideally you could convert a strip of the pavement into an on-road cycle lane, in order to join up the north-bound cycle lane all the way from the Headington Hill Rd junction to Edgeway Rd, where the off-road cycle lane begins. Many small children use this route from St Clements to nursery/schools in Marston. Many youngsters decide to cycle on the wide pavement, but it is not wide outside the church. (I am not sure how you would design the section from the Cherwell St turn off to St Clements church, however, as this is quite narrow and there is a bus stop.) Marston Road parking: suggested improvement: this route would be improved by having no parking all the way from St Clement's St to William Street. (Visitors to the church/Magdalen sports ground/Islamic centre/St Michael's school can all access parking on their own land sites or in side roads). Parking between St Michael's school entrance and William Street should be removed as hazardous to all traffic and to the school crossing. (Residents of these few houses could park on nearby John Garne Way.) Configuration of traffic lights at junction of London Place/Cherwell St/Marston Road: suggested improvement: The multi-way traffic light junction here has a hazardous problem, that leads to collision. (This is not noted on your quickway plans, but very relevant to the planning of this junction, and would hopefully be simple to solve). For traffic travelling from London Place towards Headington Hill Road, there are 2 lanes of traffic that stop at the lights here. The lights go green for the lane turning left up Marston Rd at a different time (i.e. before) the lights for the lane going straight up Headington Hill Road. Very frequently drivers in the right-hand lane (i.e. traffic going up Headington Hill Road) will start across the junction in error when the Marston Rd lights turn green – bringing them directly into the path of oncoming traffic flowing from Marston Rd and bearing right into London Place/St Clements. I cycle across this junction often and have seen this many times. I also drive, and have made the same mistake when looking at the wrong set of traffic lights, almost causing a collision. For the cars waiting in the right hand lane on London Place for these lights to turn green, there is a single light on the right side of the lane, and another light near the corner of Headington Hill Park, which goes green to signal the Marston Rd turn. It is very easy to confuse this Marston Rd light as applying to you if you are waiting to go straight up Headington Hill, and accelerate forward into oncoming traffic. I do not know what the planning solution to this is – you need to make it more obvious, with signs, or green arrows on the traffic lights, that the left-turn traffic lights apply only to the Marston Rd left turn, and not to the straight-on traffic going up the hill. I am pretty sure this was the cause of a recent nasty collision at this junction, and have seen many many times near misses caused by this confusing traffic control. I hope you can do somethin
Support	Concerned at the loss of so many parking spaces in East Oxford. You need to introduce other measures to reduce the number of cars, e.g. in CPZ limit each house to 2 parking permits (including HMOs).
Support	Confirmation required regarding corresponding improvement of surfaces of proposed Quickways, i.e. installing Quickways without improving cycle lane surfaces helps resolve only part of the issue. Existing cycle lane surfaces vary considerably and some are frankly dangerous. This requires serious consideration, particularly considering newer cyclists this proposal will hopefully encourage.
Support	Consideration for disabled people should be central to any planning. And any proposals for reducing vehicular traffic must be supported by a range of solutions to help parents get their children to school.
Support	Continuous maintenance of cycling facilities should be carried out – for example, removal of broken glass and overhanging vegetation and ease and security of bike parking. I often get a sense that plans for cycling routes and tracks are drawn up by experts or confident cyclists. I suggest trialling the plans with less confident cyclists, parents and children.
Support	Cowley Road will really benefit from a quickway. Traffic will be smoother and cyclists will be safer.
Support	Cycle lanes will need to be made mandatory for all cyclists to use, those small number which choose to ignore give us cyclists a bad name and put there safety and projects such as these at risk
Support	Cycle parking in the city centre is very limited. It's great that you are considering encouraging more cycling, but this has to come with more cycle parking near the shops, post office etc.
Support	Cycle paths should be segregated from cars and pedestrians for safety. Safe cycle paths will reduce the need for cars and improve congestion and journey times for everyone. Banbury road is an example

	where the road is wide enough for full segregation.
Support	Cycle routes - yes please!
Support	Cycle routes should have raised edges (or rumble strips) where cars tend to cut corners e.g on inside of bends.
Support	Cycling infastructure needs to be strongly enchanced so that cycling and public transportation are the priority forms of travel on the roads, and private car use is pushed into lower priority. This is needed to improve safety and reduce pollution by reducing congestion. Segregated cycle lanes wherever possible. Removing car parking on all arterial routes. These plans also need to connect to initiatives including LTNs, bus gates and improved cross-city bus routes to disincentivise private car journeys, while promoting viable options. You can't push people out of private cars while cycling is unsafe and public transportation in underinvested.
Support	Cycling is so dangerous in Oxford - I really welcome your proposals. Thank you for looking out for cyclists and the climate! Please keep doing what you are doing. I appreciate what has been done for cyclists in Oxford in recent years. In other cities (e.g, Frankfurt a.M.) proposals to take out parking met strong dissent as well but then when implemented, people loved the new space. Why should a few people benefit from leaving their car stationary making cycling dangerous? It is not fair that a few benefit while many suffer and have to put their life in danger. The right to park your car is not as valuable as saving a cyclist's life!
Support	Cyclists and pedestrians should not have to put up with dangerous road conditions in Oxford. These plans don't go far enough to protect people using clean healthy transport options in the city. We need a new vision for how transport will work in the city. Please remove all but essential motorised traffic from the city.
Support	Do it! Remove road traffic from Oxford as much as possible!
Support	Don't expect dramatic results. Paint isn't infrastructure, and the shared carriageways (with nothing more than a bike painted onto the road) won't be enough to encourage less confident cyclists off the pavements on Cowley/Oxford Road or Church Cowley Road (Eastbound). Nevertheless, please get on with it.
Support	Don't fully understand why so many residential car parking spaces are being removed on the widest bits of Cowley Rd eg between Bartlemas Close and Marsh Rd and so few in the narrowest bits - where the shops are. I say lets not upset car drivers where it's not necessary. Minimising parking / loading space at the shops will provide better traffic flow for cars, buses, bikes and the huge numbers of mostly empty taxis / private hire. Car parked in these spaces are far more likely to 'car door' cyclist as each the cars change multiple times a day, (unlike the cars parked outside the houses on the widest bits of cowley rd.) The churn at each parking space creates traffic too... The double yellow lines need to be policed, and any physical cycling infrastructure maintained eg the cycle lanes are alway blocked by car parked on double yellow lines on Barnes Rd, the cycle bypassed on the traffic filters into and out of Horspath are totally overgrown so bikes have to stop and give way to oncoming cars. The 20mph speed limits across the centre of Oxford are very stop start and so it's genuine issue that people don't know what they are (not that they are ever enforced - which does seem to make it a bit pointless..) . A blanked 20mph limit inside the ring road would make it much clearer.
Support	Don't stop here! Put a cycle lane on the Botley Road. Fully pedestrianise Broad Street
Support	Don't try and accommodate every mode of transport otherwise you'll end up with a half baked scheme whereby no one has benefited. If you're implementing cycle routes then that should be the focus and other modes need to understand they will be affected.
Support	Encouraging more safe cycling benefits both existing cyclists and motorists - there are many people who don't cycle due to safety and the more of them that get out of their cars the safer and quicker (lower traffic) the roads get for everyone. Additionally with a young child in Oxford, safe cycling routes would vastly improve our ability/confidence in getting around the city.
Support	Enforce the law. What is the point of making cycle lanes if you just let cars use them as parking? (Donnington Bridge road, any day, any time of day - cars completely obstructing the cycle lane)
Support	Enforcement is key however: on the Slade cycle paths far too many people feel able to pull onto the cycle path, whether to access addresses along the road quickly or even, more dangerously to "undertake" a right turning vehicle in the main carriageway. Where you remove parking spaces, especially disabled spaces, and especially around the commercial areas other alternatives need to be offered. Ultimately, even though an historic urban environment, most of the "problem" routes are really outside the historic centres - we need to plan to increase population density in the 100-150 year

	old inner ring of "suburbs" that are now ideally placed to be car free, "fifteen minute cities" areas and give us the opportunity to pull building lines back to give us the space we need for dedicated mass and active travel options. If we ever have the option, many of these "inner suburbs" could usefully be part of congestion charging areas.
Support	Enforcing illegal parking on double yellow lines that also happen to block cycle lanes. Painting bike symbols on roads doesn't benefit anyone.
Support	Excellent idea, about time this happened! :)
Support	Extend them! What about Woodstock road and the High Street? The Plain is as bad as ever.
Support	Find a way to reduce the speed of traffic in central Oxford. This will make it safer for everyone. Tackle the Bus companies, buses are breaking the 20 mph speed limit.
Support	Following another death of a cyclist in cowely by Aldi, something must be done to increase safety on our roads. It is also essential that drivers are educated and awareness increased that cyclists have a right to ride on our roads.
Support	For Banbury Road, please do not accept half measures. Make sure the cycle lanes on both sides of the road are wide enough (1.5 metres is recommended as a minimum I think). Please also consider cycle filter arrangements at traffic lights for example going north at junction with Parks Road, or travelling south and going into Marston Ferry Road.
Support	For Morrell Ave in particular - the proposed changes should only be implemented along with speed enforcement. Average speed cameras or chicanes / narrowings for motorised vehicles. A clear road is asking for an _increase_ in speed of vehicles and create greater conflict / risks to cyclists.
Support	For quickways to be effective, they need to be continuous and uninterrupted. Please consider actively reducing the road space allocated to motor vehicles where necessary in order to allow proper cycle lanes to flow through the entire quickway route.
Support	For the proposed advance(d) stop lines/areas at lights, there should be a green cycle light which activates before the main one, but the delay should be much longer than the few seconds allowed at e.g. Longwall Street. In St. Clements (eastbound) the main problem is illegal parking/loading. I can't see that this scheme will help much with this (limited "wand" section).
Support	From what I heard I think the main point stopping people from cycling is safety, especially in rush hour and/or around buses. We definitely need a way to safely overtake buses at bus stops! Some people may say more room for cycling interferes with motorized traffic's flow, but I don't agree. If more people cycle and less people use their own car, it would mean that buses can move quicker and become more attractive to people who can't use a bicycle. Because currently buses are always late and slow, especially in rush hour.
Support	Fully support all you're doing and would support more. Too many people drive within Oxford when they could easily use bikes, electric bikes/scooters, and buses, or walk. Those in cars emitting fumes make bicycling far from enjoyable or healthy. The traffic has become very much worse since the lockdowns. I appreciate some people are not able to bike or walk, but what about rickshaws, or smaller electric/pedal vehicles to pick up people and move them around within the city. If Quickways could be combined with other measure to strongly encourage people to get out of their cars, the city would have a far better carbon footprint, and we could all begin to breathe easier. Thank you.
Support	Fully supportive of all proposals that are part of a concerted and coordinated effort to get more people cycling more often; safe cycling is a key aspect of this. High time the city addressed the issue of our highways being used for the storage of private motor vehicles, using the space to facilitate and promote active travel options.
Support	Generally in the centre of town, bikes should be given priority as much as possible
Support	Get as many cars, buses and taxis off the city-centre streets as possible. Oxford was built for people (or, at most, horses), not large dangerous mechanical contraptions. Bikes are a better fit for this small and congested environment.
Support	get cyclists to test changes to check genuinely safer. Plain roundabout redevelopment made it safer to go to cowley Rd but not iffley. Botley Road under railway bridge and across mini roundabout not safe 4 bikes. there are some lights where bikes could safely have permanent green light e.g. Bridge on st aldates.
Support	Get it done!
Support	Given how many people in Oxford commute by cycle, it is surprising the cycle lane infrastructure is so poorly developed. This initiative looks like a good start, but much more is needed.
Support	Good luck! There's always many strong opinions from all views/sides of proposed additions/changes in

	Oxford.
Support	Great idea
Support	Great idea - more support for active travel the better. also helpful to have cheaper buses for those who can't cycle
Support	Great idea! Please be brave and get this done. People are afraid of change, but cycling is a great way to get around Oxford all year long, for most people. There will be howls from those who consider cars the embodiment of freedom, and feel entitled to drive them anywhere/everywhere. Ignore them! Thank you.
Support	Great idea, please keep up the good work. Looking back at cities in the Netherlands, they also needed to do drastic changes to get to the point where they are now. Also, maybe make surveys in areas like Cowley road amongst costumers of shops and restaurants by which mode of transport they arrive. In a lot of cities, most costumers actually come by foot/public transport/bikes and it might take away fear of shop owners who tend to think all costumers come by car. Also, consider turning bigger car parks into parking garages (e.g. at the back of Tesco on Cowley road) to accomodate for some of the parking bays which might be removed
Support	Great idea. I hope you can implement as I'm sure many families would consider cycling more if they felt it was safe. Thanks
Support	Great initiative - strongly support this as a way to make Oxford more bikeable!
Support	Have the courage to implement these change for the sake of safety and the environment. Businesses always seem to stifle change. They need support to adapt. A colleague was killed on her bike in Headington last week. We must stop these tragedies.
Support	How are cars turning left be factored into this? Will cycles have (enforced/legal) right of way!? Cars ignoring bikes is what kills cyclists
Support	I (highly) support cycle paths and the local LTNs, however, within the last year, James Street has lived through the reduction of residential parking (and addition of 2 hour bays) to accommodate bike racks and visitors, and I categorically oppose the idea that improving safety/ walkability/ cyclability of our streets goes hand in hand with eliminating local residents' ability to own/ park their vehicles. I think it is appalling - having purchased a house in the area without the option of off-street parking - to watch the reduction of parking spaces without responsibility being taken to compensate residents with adequate parking. I can see based on the construction of this survey that organizers hope making car ownership inconvenient will reduce the number of cars owned by residents, however, until these statistics work themselves out, we (the residents) have to suffer with disgruntled neighbours, illegal and unsafe parking. Please construct parking garages that are FREE to residents.
Support	I actually cried a little bit looking at the designs for the roads. This is like the answer to my prayers. And I am not kidding. I'm not being over-dramatic either, since I take my life in my hands every day at the moment when I cycle along Morrell Avenue & Warneford Lane. (Actually, Divinity Road is even worse but I know this isnt in your consultation). Nearly every single day there is a near-miss from a driver speeding round me coming too close, without anywhere for me or my bike to go. My heart is in my mouth the whole way. I just want to get to work (Churchill Hospital) and I cant afford a car. Sometimes the stress of the journey to and from the hospital is actually more than working in the hospital itself... Crazy right? It doesn't have to be this way. That is why your proposals give me hope. Please please please go ahead with the plans!!! You are being very brave and doing the right thing. Every time I am knocked off my bike by a door flying open from the parked-car bays in the cycle lanes on Warneford Lane, every time a car overtakes me at speed, super-dangerously, as they race along Morrell Avenue, I can now think "it's okay, it's not always going to be like this. The council are changing this road. I am going to be okay."
Support	I already cycle a lot - these proposals will make it SAFER
Support	I already cycle a lot and feel that to combat climate change we need to make it easier for others to cycle too.
Support	I already use my bike as much as I can and feel cycling will only increase if car travel becomes less easy/attractive. Cyclists want to feel safer but most already use their bikes a smuch as they can.So the priority has to be to get people out of their cars in and around Oxford.
Support	I am concerned about the no waiting/loading directly in front of my house making deliveries difficult
Support	I am concerned about the plans at the top of Marston Road, where I live. There is mention on the plan of possibly blocking some of the cut throughs in the central reservation. Given that Marston Road has a barrier down the middle at this point, these gaps are invaluable if I need to go in the other direction,

	and removing them will add significantly to my journey times. I think these should stay in place as they are. I am also concerned that parking on my side of the road will get more difficult due to the proposal to remove parking bays on the other side
Support	I am concerned that in certain places the quickways may just disappear and cyclists have to join the main road as the road is too narrow for a cycle lane. I'm not sure that cars know what a cycle painted on the main road means. I think there needs to be some education around this. Just as you have signs saying not to overtake cyclists when there are roadworks making a road too narrow, maybe you can have signs saying Caution you are now sharing the road with cyclists or No overtaking of cyclists unless the opposite side of the road is free or Cyclists have equal rights on the road .
Support	I am dedicated cyclist, so I will travel by bike regardless of any changes. However, I do have a young family and I would feel more confident about travelling around Oxford by bike with them if there were more protected cycle lanes in the central area.
Support	I am disabled and can only walk very short distances. The proposals make it more difficult for disabled people to get to places as some disabled places will be lost and there will be double ýellow lines that can be used for parking. I think the los of these could be, at least partially, offset by changing local rules to permit blue badge holders to park in resident parking places in the Cross streets.
Support	I am fully in favour and hope it is implemented in other areas.
Support	I am fully supportive of measures aimed at encouraging cycling and reducing car use in Oxford, a small city over congested and polluted which lends itself very well to walking and cycling. I am unsure how much I'll use the quick ways if there is still a lot of traffic on these main roads, as I am very sensitive to fumes, however I will definitely use them often and would value the increased safety extremely highly. For this reason, I think a physical separation between cars and cyclists is best, as otherwise too many cars actually "eat" onto the cycle lanes- I don't feel safe when there are just markings on the road. I think that in general a culture of "priority to cyclists and pedestrians" should be established. I think that many more measures should be in place, such as closing Longwall street to traffic except for buses, taxis and necessary exemptions, and many more pedestrian streets. I truly hope that the new make up of Oxfordshire county council will make this happen! Please start with making Broad street pedestrian, how on earth is there a parking in front of one of the most beautiful buildings in Oxford? I think the city of Bath should be taken as an example, as it is a similar size to Oxford and has been very successful in the pedestrianisation of its centre. It's very pleasant to visit and is always buzzing with shoppers and an impressive amont of local, independent shops.
Support	I am generally supportive, but more needs to be done to keep cyclists in the existing lanes as designed and off pavements. I find it almost impossible to walk up and down Banbury Road and Woodstock Road without fearing being knocked over and injured. I am often shouted at and insulted by pavement cyclists. One of my relatives was killed by a cyclist on the pavement. You also need to enforce current 20 mile an hour limits on side roads effectively.
Support	I am in favour of the quickways, however as a resident on a quickways route (Morrell Ave) I would like to know where the alternative parking areas are for people who currently park on the street (e.g. service vehicles, residential visitors, and people parking to make use of South Park).
Support	I am in full support of quickways, but i believe there needs to be more publicity and advertising. For example the consolation papers were not in libraries until a few days ago; meaning the public have less time and a smaller chance of displaying their opinions and specific needs and wants for the quickways in Oxford.
Support	I am in strong support of the proposed changes.
Support	I am more interested in being able to bike safely than quickly
Support	I am not convinced these quickways will not become impeded by delivery vehicles, buses and traffic moving into them to get round other obstacles. e.g. Cowley Road is full of buses and delivery vans and how do you make the precarious (from a cycling perspective) St Clements roundabout safer- the approach roads are one thing but junctions and roundabouts remain more of a problem for cyclists (and the lack of places to park bicycles, preferable to racks) in town.
Support	I am really hoping that this is the first step towards a more comprehensive plan to address car dominance in Oxford. In the context of the current situation re climate crisis, air quality, physical inactivity, road deaths/injuries, we really have no choice!
Support	I am responding in my capacity as City Councillor for Cutteslowe and Sunnymead, County Councillor for Wolvercote and Summertown, and County Council cycling champion. More importantly, I have lived in Oxford for over two decades and my family and I have used Oxford's cycling infrastructure on a daily

	basis throughout entire school careers and as part of our daily lives. I welcome the stated policy objective of the Oxfordshire Fair Deal Alliance administration to deliver enhanced active travel solutions for our city, and the place of this proposal in that ambition. However, like so many initiatives, on its own it is limited. It is vital that it is seen as a temporary measure, that the flaws in design are improved, and that it is taken as part of a suite of measures to re-balance transport infrastructure in our city. I fully endorse and support the responses to this consultation by Cyclox and by Oxfordshire Cycling Network. I am not copying them out in full here, but this response should be read as repeating all detail in those responses. Cyclox has summed up the main principles as follows: • We are overall supportive of Quickways on the understanding they are only an interim/temporary measure before junction redesigns and traffic reduction measures such as Connecting Oxford traffic control points are introduced. There are some gains to be had from these proposals but overall we do not believe that these proposals will increase cycling rates in the city without other radical measures. • If the Quickways are intended to be the only long-term solution/provision, we would object to them. • These proposals will not encourage more people to cycle unless they are accompanied by radical traffic reduction measures, in particular Connecting Oxford and Low Traffic Neighbourhoods. LTN 1/20 is clear that roads with over 4000 vehicles are unlikely to attract new cyclists without protected space and most of these Quickways roads have daily traffic flows on 15,000 and over. Traffic flows of 4,000 or less on these roads seems unachievable. • Quickways have been described as suitable for the more confident cyclist, with less confident cyclists using quieter adjoining streets. Cyclox does not accept this. Main roads are busy because they lead to where people want to go. The designs should be inclusive, suitable for all ages and all abilities. All groups should be provided for along these major roads. • The plans do not do enough at junctions. It is junctions where most collisions occur and the plans make insufficient improvements. • We are concerned that there is insufficient physical protection in the Quickways plans. • We are concerned about DfT funding, as LTN1/20 compliance is demanded. Much of the change is white paint and not DfT funding criteria (segregation) compliant. This is in part due to 1877 Model Byelaws 7.3m carriageways and that there is no advised solution in guidance. This project should lead the way on providing solutions on roads too narrow for normal segregation. I endorse, repeat and support these principles. Finally, designing consultations is difficult, but this one still contains a number of issues. For example: respondees are asked to choose from a list describing their status, including "councillor" and "resident", but not allowing respondees to choose more than one. I am both. Separating councillors into a separate category reinforces the impression that elected representatives are not also residents who use our streets to do normal things like go to the shops and get their children to football. We do. We are asked to choose which streets we think most important. The survey states we can choose "more than one", but it turns out there is a limit of five. I use all of them. So do may cyclists There is no mention of his this scheme relates to connectivity outside the immediate impact of the streets affected.
Support	I am slightly worried what will happen with the vehicles that currently park in the area. I live in littlemore and I'd be worried that some of the parking will relocate there where it's already very crowded. Similarly it might relocate to other already crowded areas. It would be good to figure out places to park too - build underground carparks maybe?
Support	I am strongly in favour of schemes to encourage cycling and walking, and to reduce reliance on cars, as there are gains for health and the local environment, and in tackling the global climate emergency. I therefore am strongly in favour of the Quickways plans, and also low traffic neighbourhood plans. Let's make Oxforda cleaner, healthier, quieter, and less congested city. Thank you.
Support	I am very excited by the proposals for Between Towns Rd and Marston Rd. However, I am concerned that the obliteration of on-road parking will drive more people to use our private flats car park in Beauchamp Place and wonder if the council could assist by providing a gate or barrier for us or warden or other solution?
Support	I am very happy that the Council is thinking about this and I hope our city will become even more green and safe in the future. I do realize that physically separates bike lanes can be difficult, but ultimately this is what the council should be aiming towards in the long term. A mark on the street is a first but very important step.
Support	I am very much in support of all schemes to make active travel easier and safer, and to reduce air pollution. Thank you for putting this together!
Support	I am very strongly in favour of this plan!
Support	I am wholeheartedly in support of the proposals. Everyday I see hours of traffic jams outside my house on Iffley Road composed of cars with one person in them, or possibly one adult and a child from

	Magdalen College School. The city is too small for the traffic that tries to force its way in and the air is horrible to breathe. I feel guilty for bringing up children in this polluted area. I do not see any problem with removing parking from Iffley Road. I think it is likely that the majority of people parking on Iffley Road are able-bodied students or people who can't fit their cars on the side streets. The people living and parking on side streets need to change their habits anyway. The cars are getting bigger and obstructing the pavements (my brother, who is a wheelchair user, cannot use the pavement on Henley St for example). Families and students are increasingly keeping more than one car in the city and they need to accept that they just don't fit. People driving into Oxford need to find alternative transport. So I strongly support the proposals, but I do think it is important to help people make changes to their travel habits. My suggestions for this are as follows: 1. Every street should have at least 2 club cars (ideally subsidised by the council). 2. Park and ride buses and parking need to be free 3. All residents should get bus passes - this allows people to hop off and off, making travel across the city easier 4. Able-bodied students should be charged a prohibitive amount to park in the city. 5. Close the Westgate carpark, which is a huge mistake. Finally I think there is a lot of anxiety on Iffley Road about the LTNs creating more through traffic. I can't see why this would be the case, but I know for a fact of several people who work in Headington but live in the direction of Abingdon or Faringdon who drive across Donnington Bridge and up Divinity Road. They might start to drive down to the Plain and then up Headington Hill, which would increase the traffic. They need to be using the ring road - it is already unacceptable that they are cutting through residential areas. So I would suggest that more work needs to be done on getting the ring road flowing at rush hours.
Support	I am worried about losing my parking space on Church Cowley Road. Not many houses on this street have off street parking. I need to park near to or outside my house two days of the week when bringing my granddaughter home from school. She is at school in Cliffton Hampden so I need my car for this. The weight of traffic on this road currently makes getting in and out of the car with a child feel dangerous. Reducing the speed limit may help if it is enforced. Parking permits might help residents to find available parking places but the reduction of parking at the Rose Hill end of Church Cowley Road looks as though it is going to cause residents some problems as there are no easily available alternative places to park. Several families have small children.
Support	I am worried that there will be angry push-back for this scheme from motorists and bus companies. I fully support these proposals and can't wait to be able to cycle more safely!!
Support	I cannot emphasize enough how important this is to me. We sold our car because it kept getting hit by the excessive cut-through driving on Divinity road. We have found that cycling has been much faster for local trips and errands. But many roads don’t feel safe. Iffley, St Clements and Morrell in particular need only curb parking removed to install safe bike lanes- these streets offer very little curb parking which benefits only a tiny amount of drivers, at a cost of safety for a much larger amount of cyclists, who have to veer onto the road to go around them. And as a result hold up traffic for everyone, other cars included.
Support	I currently work in Oxford and commute from elsewhere. I am hoping to move to Oxford next year and excellent cycling infrastructure would make many more areas of the city attractive places to live in.
Support	I cycle to work in Culham from Headington every day and often fear for my life at times. It's not right for be me to think this might be my last commute every time I set off. I cycle down the hill from Headington, over Cowley Road, over the Donnington Bridge, down to Radley, through Abingdon and round to Culham Science Centre. By far, the worst bit of my commute is through Oxford and through Abingdon, particularly in the evenings. I was heartened to see these Quickways announced. Schemes like these are what we need. But they must only be the start. We need ambition and leadership in areas like this. OCC needs to be brave and make these changes. I know there will be a very vocal minority opposing these schemes. I wish I could get across to OCC how little these groups represent many of the residents of Oxford. Looking forward to the outcome of this!
Support	I desperately hope that design and implementation of these will take place with meaningful input from cycling and pedestrian groups. Too many of Oxford's recent attempts at cycle infrastructure have been much less cycle/pedestrian-friendly than one might expect, and some have made active travel less safe.
Support	I do not understand how the LTNs AND this will be acceptable to those residents that rely on cars - disabled, elderly, young families, professionals (eg healthcare home workers). This will cause havoc for them.
Support	I don't like the Abingdon Road change to cycle symbol in middle of road. There are no explanations for road users and no protected area for bikes, so have to get out of the cars' way- they don't know that

	cycles have priority
Support	I don't like the frequent change from cycle lane to cycle symbols in the middle of the lane. Car drivers think that they can safely overtake when there is a cycle lane even if it is only a few metres long. The whole of Oxford should be a 20mph zone (except perhaps Marston Ferry Road)
Support	I drive, walk and cycle in the city and I'm in favour of the reduced speed limits to make it safer for all road users. I would like to encourage the use of speed cameras or similar to ensure the speedlimit is enforced. I'm also concerned about Cowley road - how busy it is, how poorly people drive and how dangerous it feels for cyclists. Whilst I accept that there is little that can be done with a narrow road, buses and many other users, I feel that the profileration of delivery car drivers (i.e. deliveroo and just eat) is making the road more dangerous. Is there anything that can be done to encourage cycle deliveries?
Support	I entirely support this initiative and I'm very pleased that the County Council is taking this forward.
Support	I feel that motorised traffic in many parts of Oxford is dominating the traffic infrastructure massively. Oxford is a relatively small and dense city, meaning that investing into non-motorised traffic would benefit a large number of people (less exhaust/noise pollution - safer streets) whilst not affecting many people negatively (commute via bike or bus is very quick).
Support	I feel that this is really a no brainer! However tricky some of these plans are to implement and however much initial resistance there might be, the current arrangements in relation to safe cyclin and walking, the dominance of cars and the poor air quality are unsustainable.
Support	I find while regularly cycling around Oxford most of my near misses and my partners accident recently that pedestrians are as much of a danger as cars. Almost every week I have to swerve to avoid a pedestrian who has stepped into a cycle path. I think it's very important that you put measures in place to separate not just cyclists from cars but also pedestrians. Thanks.
Support	I firmly support the proposed cycle improvements even though my family currently uses the car parking spaces which are to be removed under these proposals. We have other parking options and the proposed changes on Morrell Avenue and Warneford Avenue would make a massive positive difference to cycling safety.
Support	I fully support all efforts to modernise oxford's streets to prioritise cycling and walking. I'm a very confident cyclist yet i often feel unsafe. Cycling in Oxford for me is like a game, dodging in and out of parked cars, navigating huge buses... it gets the adrenaline going. I would like a calm safe direct cycle route segregated from cars which is the experience i have in cities like Copenhagen. You are doing the right thing with quietways, thank you.
Support	I fully support this measure!
Support	I fully support this proposal. I use my bicycle for transport and, normally, I want to reach my destination as soon as I can. I avoid mixed pedestrian/cycle paths because I can't safely maintain my normal 12-20 mph speed. Giving bicycles more priority on existing road infrastructure seems, to me, to be the easiest and most cost-effective way of making cycling safer, quicker and a practical alternative to motorised transport.
Support	I fully support. Well done Oxford for making this bold step to make cycling safer and easier for so many residents. It is clear that the current level of motor vehicle traffic here is not helping anyone, the congestion is awful. Allowing more people to cycle safely will help both those choosing to cycle and those who need to drive, by clearing these routes.
Support	I have 3 young children at Windmill Primary School. Given the option about how we travel into Oxford they would always ask to cycle. Despite their enthusiasm I sometimes choose the car rather than the bike as a mode of transport in Oxford for short journeys because I feel cycling in Oxford can be quite unsafe. The lack of safety for cyclists has tragically been illustrated by recent cyclist fatalities in the city. As a family we would definitely cycle more in Oxford if we felt safer.
Support	I have a 12-year-old son who often won't cycle down Cowley Road due to the amount of traffic. I'm therefore very supportive of the proposal, and am particularly happy to see the proposal to reduce on-street parking. In conjunction with the proposed east Oxford LTN, I think it would be important to introduce something similar to the red routes which exist in places such as London. This ensures that the main motorised-traffic arteries of Oxford are kept relatively clear, thus reducing potential frustrations of motorists.
Support	I have answered no to the questions about whether the quickways would encourage me to cycle more, mostly just because cycling is already my main mode of transport around town and I basically never decide not to cycle because of traffic and safety issues, so I doubt this would cause me to cycle more

	often. It would however hopefully make me safer when I do cycle, and encourage others to get on their bikes too. I'm currently teaching our children to cycle and I would be a lot happier about biking around with them on nearby streets if there was less traffic and better provision for cycle safety. Hopefully combined with the LTNs this will encourage more people to stop driving and start cycling, which will improve health and make cycling safer. Wherever possible I would like to see protected cycle lanes introduced rather than just painted lines on the road, but I appreciate this isn't always viable.
Support	I have two important concerns 1. This quickways project is all about cyclists. Cyclists are a powerful lobby nowadays. While I support measures to improve cycling and get cars off the road, cyclists often pose a threat to pedestrians who are in danger of getting overlooked. Cyclists regularly jump the lights at crossings and sail across other pedestrian crossings when pedestrians are on them and plough into the backs of pedestrians in so-called shared spaces. Cyclists' interests are not necessarily identical to pedestrian interests. Walking also contributes to reducing air pollution and getting vehicles off the road and all plans need to check that they are compatible with safe walking, not juts cycling interests. 2. The second and related point relates to the impact of the Quickways scheme on the promotion of bus use. If you narrow the Cowley and Iffley Roadssfor vehicular use tin order to o widen the cycle lanes and discourage cars, won't this necessarily mean that buses - which we ought also to be encouraging - are more likely to get caught up in traffic snarls behind private cars in what will become in many places effectively narrow single direction vehicular lanes. How will this encourage bus use over car use? The scheme will confer no benefit on using a bus over a private car though it will benefit cyclists. This potential downside of the scheme is not covered in your survey. Why not? In my opinion buses need quickways as in many boroughs in London - which on the Cowley and Iffley Roads would effectively mean banning private cars altogether from the city centre. That way, buses (or ideally trams), pedestrians, and cyclists will rightly all be safe.
Support	I have two young children - occasionally (especially around Headington shops) I encourage them to use the pavement between cycle lanes because it is not safe for them on the road. However, they then get told off by residents who may mean well, but it puts them off cycling. I find myself stuck - I want to encourage them to cycle, and I make sure they are considerate on the pavement, but the only alternative to cycling for a very short time on the pavement is risking their life beside heavy traffic. I think promotion of a positive attitude to cycling and cyclists is key - this seems to be a major block in developing better access to cyclists and encouraging children to cycle (which, if started in childhood, will promote this habit lifelong).
Support	I hope that these will make cyclists more visible to cars, and cars will give cyclists a higher priority. Often cars do not even see me when cycling and pull out straight ahead of you, almost knocking you over. I think more people will be encouraged to cycle if the quickways allow for a faster method of transport around Oxford, particularly if more priority is given to cyclists than cars on the road
Support	I hope the 20mph speed limits will be assisted by a road diet to encourage drivers to drive to this speed. In particular Abingdon road could fit segregated cycle lanes and the road narrowed. The pedestrian islands should be change to zebra crossings as these are pinch points as a cyclist. (not to mention some drivers overtake on around these island on the wrong side of the road, particularly late at night.)
Support	I hope they happen as soon as possible! It would be great if the government would also support people to cycle more by offering greater subsidies on e-bikes. Public transport should also be encouraged, but it is really important to keep buses and bikes separate, as this can be a real danger and can be off-putting for some would-be cyclists.
Support	I hope to see the concrete plans soon - the cycle lanes should have physical barriers to improve safety. Painted lanes, particularly those with parking alongside as is common in Oxford, are very dangerous and no improvement.
Support	I hugely appreciate this proposal and the inteliigence of this survey. Thank you, not least for naming the "climate emergency'. For me responding to the climate emergency and reducing pollution and vehicular traffic are the top priorities, as well as making cycling more safe as cycling on roads can be so dangerous in Oxford given how some people choose to drive. There are just far too many vehicles congested onto Oxford's roads and that isn't good for any of us Thank you for your important work.
Support	I just want to emphasise that this should be about the overall cycling experience for all in Oxford - to encourage as many people on to bikes as possible. There is a need for better and more cycle parking in town as it is already very hard to find space to lock a bike as it is. If this was to be successful and three times as many journeys were being made then we NEED more secure parking for bikes to support that

	use.
Support	I know the people who park on the road won't like this idea at all, but I strongly believe that if you don't have anywhere to park, you should not have a car. (Don't quote me on that or I will fear for my life.) I think that those with driveways but who don't drive, such as myself, should be encouraged to offer parking to those who won't be able to do their job without a parking space. I don't live in any of the roads, but I would dearly love my own road to have parking removed and become a quickway!
Support	I like the general intention, but paint is no replacement for proper infrastructure. Cycle infrastructure is only as safe as weakest point, and I worry that lack of proper enforcement, eg St Clements, which already has restrictions will mean delivery vans, builders, scaffolders etc will still park on pavements/cycle lanes.
Support	I live in Headington. My mother lives on the Botley Road, near Waitrose. I would like my children (aged 6 and 9) to be able to cycle to Granny's house with me, without having to worry about motor traffic.
Support	I live in Woodstock (which is a town but was not included in the list upfront) and would love to see cycle routes through the town researched and surveyed in this way too. As the main landowner here there is a lot that Blenheim could/should do to help.
Support	I lived in London for a long time and commuted by bike 15 miles in total per day for years along the 'cycle super highways' and bus lanes in the Clapham, Stockwell area. I felt so much safer than Oxfordshire. I do not feel safe at all due to very aggressive drivers who do not respect cyclists as road users and are never caught for dangerous driving. I was knocked off my bike for the first time ever by a delivery van for no reason in the middle of the day and could have been killed and my friend was knocked off by a motorbike on Cowley Rd and damaged a few vertebrae. We are both very confident cyclists. How do you police and charge very dangerous driving? You then have to memorise their number plate and take them to court and all the onus is on you and it is never worth it. Are cameras monitored? Do Police check these things? Do A&E record how many cyclists come in having been knocked off their bikes by vehicles? People have sadly been killed too.
Support	I love cycling and Oxford is famous for all its bikes, but the cycle routes here are poor, disconnected and dangerous in many cases. I fully support these new quickways in particular the decision to remove on street parking which will make the bike and traffic flow much safer, quicker and smoother.
Support	I really hope these quickways will be put in place. There are many important benefits for a large group of inhabitants.
Support	I really really hope they are implemented - we need to do all we can to get as many of us as possible driving less and trying to cycle or walk (or get the bus) more!
Support	I really think we need to remove the parking on the street. It's not safe to cycle past parked cars with the potential for them to open their car doors rapidly. I want to cycle more with my kids and the risk of this is so scary that I would not be comfortable cycling with them on one of the routes you describe unless the cars were removed.
Support	I regularly cycle between Didcot and Marston Road via Rose Hill. These improvements will make a big difference to the experience of cycling in Oxford. Cyclists use much less road space, cause less road congestion than cars and are not much slower than most cars in Oxford. Please implement this scheme.
Support	I remember the fuss when cars were first restricted through Cornmarket, then Carfax and finally High Street. The gripeing was at least as bad as the LTN complaints this year, and now we cannot imagine using those roads for private vehicles. We need cleaner air and safer stretts and there is no alternative except to reduce the number of cars driving through neighbourhoods and through the city. You would have thought 60+ years would be long enough to teach people to use the ring-road but apparently not!
Support	I stopped cycling 10 years ago because of the Cowley Road.
Support	I strongly support any measures to improve cycling facilities. In addition to cycle lanes, it is important to repair potholes and provide smooth surfaces for cycle lanes
Support	I strongly support the idea, this is definitely the way onwards for Oxford.
Support	I strongly support these proposals but as a cyclist with a young child I feel we need to go much further in creating genuinely safe separate spaces for bikes
Support	I strongly support this proposal. We would like to be able to sell our car and replace it with an e-cargo bike for environmental and exercise reasons (and we think that many others would like to do the same). However, at present, it is simply not safe for us to do so as many places that we have to travel to in Oxford, including with our small children, are simply not safely accessible by cycle. A move to proper Dutch/Belgian/Danish style cycleways would massively improve this situation and more

	appropriately reflect the large number of cyclists (and would-be cyclists) in the city, as well as better protecting against unhealthy air and climate change. I would also like to propose that serious consideration should be given to making streets one-way only where there is not enough space for two direction car traffic and a separated bike lane. The popular practice here of having cycle lanes that suddenly stop for a period is really dangerous--I would think possibly even more dangerous than not having cycle lanes at all--and I don't think painting a cycle on the road does much to mitigate this. I do not see a convincing justification for prioritising two-way car traffic over proper cycle lanes. You might like to look into the recent improvements in Ghent, Belgium, as a model to follow. This is a city with even narrower streets than Oxford, but it is now much safer for cycling.
Support	I strongly the support the major overhaul of cycle paths in Oxford and think the Quickways are a good start. I have been a cycle commuter since I started university in London in 2005 and have cycled regularly in cities since then -- I can honestly say that Oxford is by far the least pleasant, least convenient and most dangerous city I have ever cycled in. On my daily travels, I cycle from Sandford-on-Thames to the John Radcliffe Hospital, then from the JR to City of Oxford Rowing club, then back to my home -- so I use the proposed Cowley Rd quickway, Divinity Rd proposed LTN, Warneford quickway, Iffley Rd quickway and Donnington Bridge quickway on a daily basis. All of the areas highlighted require major improvement in cycle safety. I am very impressed with your plan for Warneford avenue, suspending all parking, putting in bus gate and using wand markers to separate the cycle lane. In the current set up, there are 3 major problems (1) the school traffic is excessive and often stops on double yellow lines, without ever checking on pulling out again (2) the parking spaces next to the cycle lane, means there is a constant risk of car doors opening and (3) the road way to the side of the cycle lane is not wide enough for a space pass, especially for vans or other larger vehicles. I am very strongly supportive of your proposed changes, but would go even further and ask that the lines were double RED lines, not double yellow - and suggest enforcement cameras. I am also glad to see that all parking is suspended on Donnington Bridge Road. There are painted cycle lanes on there at present which are completely unusable, as they are continuously blocked by parked cars (who also obstruct the pavement for many users) - despite most of the houses along the road having driveways/offroad parking. The parked cars also obstruct the views of cars exiting the side roads onto Donny Bridge. This stretch of road is extremely dangerous, I have had several very close near-misses and several of my friends have been knocked off their bikes and injured here, one friend on more than one occasion. Further - at the junction with Cowley road, the bike path (for turning left AND going straight on) goes TO THE LEFT of the LEFT TURN ONLY car lane -- this is catastrophically dangerous and needs to be changed - I could not see this on the quickways plan, but I might have missed it. I am also concerned that the cycle path here does not appear to be separated from the stream of traffic by any sort of physical bollard (eg wand bollards, orca bollards, edging pieces). Whilst I appreciate that this might be due to the narrowness of the road in places, it basically allows cars to use cycle paths as extra road space -- which should not be allowed under any circumstances. If the road is too narrow for cars to pass in opposite directions, then they should be made to go single file - not be allowed to endanger the lives of cyclists for their own convenience. The same goes for sections of the Cowley Road proposed quickway -- there appear to be many sections where the bike path is not separated in any way? I cannot understand this -- the road is extremely wide, with excessively wide pavements in many sections (where, as I'm sure you're aware, many of the residents see as "free car park"). The car parking should be suspended along the entire length of Cowley Road (again, the houses all have off road parking, much of which is sufficient for 4 cars!) and a totally segregated cycle lane created on both sides of the road using the wand bollards or similar. Cowley Road is a critical arterial road for access to many many areas of Oxford and used by a huge number of cyclists on a daily basis. As it currently stands, it is an extremely unpleasant and dangerous road to cycle on. The pedestrian islands in the middle of the road "force" cars to close pass bikes, as the parking isn't even suspended next to the islands!!! I have even been close passed by buses between the pedestrian islands and a parked car. A further thought for all the lanes -- they should be bright green or blue, like the cycle superhighways in London. With solid white lines - never dashed; and physical separation wherever possible. If the council is serious about prioritizing active travel, promoting health, decreasing air pollution and decreasing carbon emissions - they will prioritise cycling over cars in all instances. This means prioritising the safety, efficiency and comfort of cycle paths over any aspect of car convenience and usage. Where this means that traffic will build up and increase car journey times in the short term -- good. This might encourage people to switch to active travel in the longer term. Decreasing car parking spaces is also a good thing -- it will encourage people to use the park and ride etc. Although it might be unpopular with some road users, this should not discourage the council from doing the right thing for

	health and the environment.
Support	I support any steps to encourage walking and cycling but am disappointed with the proposals as they do not create segregated cycle paths except in a few locations. The standard approach should be that already implemented in Headington, with pavements widened to create cycle paths separate from the carriageway. The proposed scheme is unlikely to encourage people who lack confidence to cycle more, as they are put off by traffic and more paint is not enough to change their perceptions
Support	I support anything intended to encourage cycling but don't think they go far enough towards making cycling safe and practical in the city. Cycling infrastructure in Oxford is patchy and inconsistent and uses far too much paint and not enough physical segregation - kerbs, barriers etc. There is also the issue of zero enforcement of traffic laws (especially as it relates to speeding cars and motorcycles, and electric scooters being used by multiple children at once) or parking restrictions, not enough safe places to lock up bikes and an epidemic of cycle theft that the police seem to have long since given up attempting to stop.
Support	I support the council to take radical systemic action to make active travel the norm in Oxford. Leadership is desperately needed to make the necessary changes, and vision and bold action will pay off. Please consult with cyclox/OLS/Danny Yee or similar when designing quickways to make sure they're fit for purpose (whoever designed the Old Road downhill cycle route did not seem to ask a cyclist....)
Support	I support this initiative although by removing parked cars Morrell Avenue will become even more of a race track than it is already. Drivers uniformly ignore the 20mph speed limit. So, if parking is to be removed we need more signage about the speed limit and we need more regular speed checking on the road. Thank you.
Support	I think it is a great initiative, thank you. I would prefer if they were called "saferways", with the design and PR focussing on cycle safety rather than cycle speed. Fast confident cyclists are already relatively unbothered with cycling amongst traffic. I think the project should concentrate on improving cycling in Oxford for less confident cyclists and would-be cyclists. The important features for safer cycling routes are creating as much space between cyclists and traffic as our streets permit, slowing traffic speed, especially where there is less space (with enforcement of speed limits absolutely essential), and careful design of junctions - to reduce the chance of vehicles turning left in front of cyclists that are on the "saferway", and to make it safer for cyclists to turn right off the "saferway".
Support	I think it's a good start, hope it extends outside of Oxford because barriers to cycling in the wider county are higher and there are less safe routes
Support	I think it's important to encourage cycling and discourage driving both on safety and environmental accounts so think this is a really positive initiative
Support	I think Quickways are a step in the right direction regarding the environment, health, and safety. Additionally, bus routes need to be improved so people with more limited mobility can still move around without resorting to their cars
Support	I think removing cars parked on or near cycleways has an important role to play, as well as segregated routes wherever possible. Quieter backstreet routes should also be supported.
Support	I think safety is more important than the speed of cycling. These quickways will definitely help but lots of them lead to the plain roundabout which can sometimes be dangerous to navigate by bike.
Support	I think that improving the cycling environment is a very good idea. However, I am conscious that there are residents of Oxford that will be affected negatively by this and not get the benefits, for example those unable to use a bike because of a disability who might lose parking space close to their homes. There really needs to be further investment in improving public transport throughout the city alongside the quickways. Crucially it is about affordability as well as increased and improved services.
Support	I think the advanced stopping zones should actually be enforced - they are currently either driven in by cars or used by motorbikes and aren't especially efficient at the moment. Putting them in looks good, but they need to actually work.
Support	I think the key is segregating cycle lanes. Painting the road is of no use.
Support	I think the more genuine (and not ones that are drawn on pavements, or stop at bus stops) cycle lanes that are in place, the better.
Support	I think the proposed poles are the most important part of the cycle routes. When/if they are just painted on the floor, they might as well not exist for drivers on the road, especially by traffic lights, and by corners/turns where they often go too fast for me to feel safe or eat too much of my space for me to pass through without slowing down.

Support	I think the proposed quickways completely miss the point about cycling around Oxford. Cyclists do not want to be channelled on to the main arterial roads. We should be making more of the potential for new 'backways' informal cycle routes in existing parks, pathways, streams / ditches - with new cycle bridge connections to relieve the road bridges. This network of pathways already exists and is ideal for cyclists. Some simple connections and improved surfacing could make proper routes and places for cycling. For example we need a new route cutting acroos East Oxford linking the hospitial area with south Oxford / Abingdon Rd. This would use the backroads which cut across the Iflley Rd / Cowley Rd. We should be getting cyclists OFF the existing roads which are already overloaded and too narrow. Cyclists prefer to have access to NON motorist 'green' routes. Let's make more of these. They already exist in skeletal form right across Oxford. We need a new masterplan based on a new way of thinking about cycling- not SKANSKA's technical solutions to manage us like any other traffic vehicle. On the consultation process - it's impossible to read or understand the Skanska drawings - far too technical and incomprehensible. Where is the attention to quality, character and place making?
Support	I think these proposals are a good start. Oxford really needs proper, separated cycle lanes. I'm fully supportive of any changes that give space back to pedestrians, and remove cycle lanes from pavements. These type of cycle lanes are typically less than useful.
Support	I think these quick ways are a great start and I strongly support them to improve cycle ability around Oxford and to reduce traffic for environmental ends. However I still feel that additional infrastructure and oversight is necessary to actually make cycling safe on these routes. A bit of paint does little to discourage a very fast car from hitting a cyclist. Physical barriers and slower traffic speeds have been shown to increase the number of cyclists from certain marginalized groups, especially women, who feel comfortable cycling. I think the speed limits are very important and would be eager to see a plan that includes physical barriers (even just a raised level like a sidewalk) for these quick ways in the future.
Support	I think these sound appropriate for Oxford as a cycling city, good for both our lifestyles and our city. Having lived in Scandinavia where the norm is for families to safely cycle around I am very excited about our city making these positive changes
Support	I think they are an interesting idea in principle, and it is good to try to make cycling safer. Cowley Road, Donnington Bridge Road, Iffley Road in particular need restrictions to on-street parking to make the roads safer for all.
Support	I think they are vital
Support	I think they're a great and valuable idea, but cyclists need to be encouraged to use them or penalised if they don't. Cyclists on the London Road up to Headington constantly use the bus lane rather than the dedicated cycle path on the pavement for example; perhaps if the path was more obvious, or fines were introduced (bit extreme I know) that might change.
Support	I think this is a brilliant idea and I fully support it
Support	I think this is only a first step towards a comprehensive segregated cycle network for Oxford and the surrounding area
Support	I think this would be a really good step forwards. Recent tragic deaths of cyclists have really underlined why Oxford needs to enact these kinds of measures. I understand why people might object, especially if it affects parking space near their home. But the overall benefits seem to me to massively outweigh the downsides.
Support	I totally support the proposals
Support	I very much support this and would love to see it implemented as a minimum -- I would support even stronger proposals to make cycling easier and safer, even though this would inconvenience me when using my car. I would like to use my car less and my bike more.
Support	I wholeheartedly support the Quickways proposal to improve cycling within Oxford. The recent improvements along Magdelen Bridge and Windmill Road/The Slade have made me cycle more around town and I look forward to further improved cycle provision in Oxford. Thank you for putting these proposals together to make a safer cleaner city.
Support	I wholeheartedly support this scheme.
Support	I won't be cycling more because I already cycle all the time since our household does not own a car. But I am often worried about my teenage children's safety on the roads as they cycle, and for us all I am deeply worried about the impact of air pollution on our long-term health. We cycle through St Clements, Cowley Rd. High Street and through the city centre on a daily basis and the pollution is awful.

Support	I would also add one in Abbington rd and Botley rd, and from the Train station into city center. Also, it is required more parking places, especially where they are very scarce.
Support	I would like to encourage better enforcement of the loading restrictions along Banbury Road. It doesn't help to have bike lanes if delivery vehicles, service vehicles, and taxis routinely park in the bike lanes, forcing cyclists into the traffic. The challenge along this stretch of Banbury Road and Parks Road is that there are quite a lot of businesses and schools that receive a steady stream of these deliveries and service visits... Taxis frequently pull up in the bike lanes to wait for customers who have made phone or internet bookings. This raises significant challenges for cycling.
Support	I would like to see a way of reporting vehicles that are blocking cycle routes. I think these proposals don't go far enough. Access to Headington provided more infrastructure for cycling but still has resulted in a cyclist death. Junctions are dangerous for cyclists and much more needs to be done than painting lines on the road.
Support	I would like to see improvements to road junctions in the proposals. These are where people on cycles are most likely to be killed
Support	I would like to see maps, these were not available from the link
Support	I would like to see more protection for cyclists travelling eastbound on Church Cowley Road, as here there is no proposed cycle lane and it is already a place where motor vehicles currently often attempt risky overtaking manoeuvres when rushing away from the junction with Rose Hill/Henley Avenue. I very much welcome the 20mph restrictions, and I actually think they could be used more widely, such as across the whole of Donnington Bridge/Weirs Lane. I do fear though that without enforcement, some drivers will continue to flout the speed limits, as they already do on the 30mph sections. I would like to see some infrastructure to enforce low traffic speeds, either in the form of active controls such as cameras, or passive controls, such as streetscapes that do not present drivers with straight sections of open road. Given that no on-street parking will be allowed on the south side of Church Cowley Road, it seems all the more important that there be a safe crossing for residents of the south side, who already have difficulty crossing this now very busy road. A pedestrian crossing at the junction with Florence Park Road would provide safe access to Florence Park, and also safe access to the remaining on-street parking on the north side of the road.
Support	I would like to see the Access to Headington project complete before another priority is introduced. Is a cycle lane still due to be introduced on Old Road? If not, can this be included as a quickway - to link up with Warnford Lane?
Support	I would like to see the proposals include ideas to keep school children safe on their commute - and to keep commuting cyclists safe from school children commuting (who are often going in perpendicular directions)
Support	I would prefer segregated cycle paths as this is much safer.
Support	I would prefer this money to be spent on improving the current cycle lanes. The Cowley Road quickway route still looks tricky, there is a good cycle route going out of town from The Plain to Cowley which is classed as a quietway but is still quicker than stopping at all the zebra crossings on the Cowley Road. Also, there is no mention of the route west of Oxford. What's planned for the Botley Road between the station and WOCA?
Support	I would really like to see more secure bike parking. When I park my car I am pretty certain it will be there when I get back... less so my bike. And the weight of the bike locks that I carry when cycling makes me less inclined to cycle. It would be great if there could be a competition supported by the universities to design innovative cycle storage - and also install these in residential areas where the housing doesn't suit bike storage (I hate having to wheel a wet and muddy bike into the house). The actual cycling is only part of being a cyclist.
Support	I would support any plans that keep cyclists away from car doors opening unexpectedly. Also if there was a way to get cars to slow down or stop to let cyclists pass safely on single-lane roads. I sometimes have to pull in or stop for drivers who tear along without a care and who don't offer thanks.
Support	I'd be interested to know where the council proposes that the 650 cars parked on the street should go?
Support	I'm concerned about where people who currently need to use the parking spaces (such as disabled and elderly people) that will disappear will park - do you have a plan for that?
Support	I'm full support . We currently live in Headington and travel to Magdalen College Junior School at St Clements twice per day to drop / pick up our son from school. Currently we feel the route is too unsafe to cycle with our son and so we drive or (if time allows) walk. We all own bicycles and would favour safer cycle routes so that we can cycle this route daily.

Support	I'm glad you're doing this!
Support	I'm not sure why the proposed cycle Lane on Marston Road at the St Clements end is taking up room on the road when there is a very wide pavement alongside the Islamic Studies building. Seems weird to reduce the width of the road there will only cause more traffic congestion and potential danger to cyclists.
Support	I'd like information about how as an ordinary cyclist I can help with getting more people to cycle.
Support	Ideally cars and cycles would be separated, with fewer parked cars to navigate. Buses generally drive well, but it's scary being overtaken by them. Taxis and delivery vans are generally aggressive and exceptionally badly driven.
Support	Ideally there should be separation of cycle lanes from the other traffic...it is the only way people who are not confident will be cycling more
Support	If a cycle route is only demarked by paint, it is not a cycle route.
Support	If cycling in Oxford was safer I would definitly do cycle, however there are many accidents and motorists often use bike lanes (for example Windmill Road bikelanes which are effectively useless as people park in them so often), therefore I don't feel confident or safe enough to cycle.
Support	If parking is taken away near shops like on the Cowley road, then some consideration should be given to how less mobile people will access important community resources. Apart from that, bring it on!
Support	If the Council is serious about prioritising active travel, then its budgets should reflect this, as should the allocation of space. There also needs to be far greater priority given to the maintenance of cycling facilities. For example, cycling in the very narrow on-road cycle lane up Headington Hill has been impossible recently without cycling over broken glass and being hit in the face by overhanging vegetation. Overhanging vegetation is also a problem elsewhere e.g. in the fairly new cycle lanes on Headley Way. Likewise, snow and ice clearance should be prioritised for pedestrian and cycle facilities. Pavement parking should be removed throughout Oxford, discriminating as it does against pedestrians, and particularly people with disabilities or adults with young children. Cities such as Amsterdam have managed this, where necessary using a range of measures such as financial incentives, alternative travel options, and provision of remote parking.
Support	If the cycleways are bits of white paint of dashed lines that quickly fade and are not maintained, then the value is less. If they are solid white lines with proper paint that doesn't fade within 6 months then that would be worth doing.
Support	If they are implemented as they are proposed then it will make a huge difference and will surely encourage many people to cycle. A hybrid version of this, keeping parking bays etc won't go far enough.
Support	If we have a genuinely proper safe way of getting around Oxford I will sell my car and buy an eBike to transport 2 kids on it. The only thing stopping me doing this at the moment is feeling unsafe in a few bits of it. Also, whilst we're there, on-street safe bike parking would be brilliant. I'm lucky enough to have off-street parking for my bike but NOT EVERYONE IS! And finally, thanks a lot for considering this. It's the right answer.
Support	If we really want to reduce cars in Oxford, cyclists need to have their own space to move around safely and quickly
Support	I'm a leisure cyclist as well as using it for practical reasons. The routes out of Oxford need urgent attention: Eynsham Road; B480 etc. Potholes and thundering vehicles,. No cycle lanes. Some real danger points.
Support	I'm all too aware of how hard this will make life for those who have no choice but to use a car and am not convinced that they will see any benefit at all. I wish these proposals did not pit us against each other. Please can you show understanding of all viewpoints.
Support	I'm an experienced and dedicated cyclist, yet often feel unsafe cycling in Oxford, mainly cars passing too close/fast but also terrible road service creating hazards.
Support	I'm aware that some residents who are used to parking on the Iffley Road feel negatively, but the potential to make cycling safer and reduce pollution by discouraging cars has got to be the priority. I would go further and prevent private vehicles from using the pain, such that public transport or cycling are the only ways into town. This would stop a huge amount of traffic and reduce the chances of respiratory diseases for residents of the Iffley Road.
Support	I'm concerned it will increase traffic jams in other areas
Support	I'm extremely happy something like this is finally proposed. The amount of motor verhicles in Oxford is completely unsustainable. People will not switch to cycling if it not safe, quick, and convenient to do

	so. I hope these cycle lanes will help and Oxford will become a cleaner and safer city for everyone
Support	Im glad to see a proactive council tackling the issues and being brave by implementing these measures that will reduce traffic flow through Oxford not only from the safety perspective but also from that of the need to reduce emissions due to the very real dangers of climate change - well done - stick to your guns and despite opposition from those whose convenience you are affecting (car drivers) - long term its certainly the right changes to be making.
Support	I'm really glad the proposal is being considered and hope it goes ahead!
Support	I'm sceptical that the changes to Between Towns Road will make a difference as drivers constantly park on the double yellow lines anyway - unless restrictions are enforced they will continue to do so. I hope these changes will actually have a positive effect on how safe cycling is and feels, but painting some bicycles on the road helps no one. I'm glad to see more cycle lanes but many sections of Cowley Road already have cycle lanes and they're still very scary to cycle on because they aren't separated from cars and buses.
Support	I'm very concerned that the plans are more than paint on the road which do not protect cyclists. I feel very unsafe on many "cycle paths" which cars often veer into. I do not let my children cycle as far as they are physically able to because these lanes offer no protection to them. Cars parked along paths make cycling dangerous as you constantly have to move out into traffic.
Support	I'm wondering what the plan is for pedestrian/cycle routes to/from city centre, to improve the safety of these routes, e.g. lighting on the well used (but scary after dark) path between Marston and South Parks Rd.
Support	Implement connecting oxford!
Support	Important to try to make cycle ways continuous ie not stop and start. The most dangerous part will be where they stop. Important to try and reduce cycle and scooter use on pavements (except in designated lanes). This is becoming more of a problem.
Support	Improve bike lanes all over Oxford, please!
Support	Improving Oxford's cycling road infrastructure is essential as numbers travelling into the city will only grow with time and travelling by car is currently already leading to gridlock.
Support	In due course and as part of reducing the number of cars in Oxford, it would be good to reduce the number of vehicles per household allowed parking permits - in Iffley Fields for example 2 are permitted when it could be one. There should be exemptions though eg on health grounds.
Support	In the end, this is not much more than paint. Paint is not infrastructure. Would you let a 12 year-old cycle on these quickways? If not, why is my life, the father of a 12-year old, less valuable? Where is the evidence that removing centre lines is safe? There is space on the Banbury Rd for segregated lanes, why not implement that? All residential streets within the ring road should 20mph.
Support	increased awareness for drivers that cyclists have rights on the road, better signage, not just paint on the road, allowing cyclists to ride 2 abreast
Support	Install more bike sheds or racks please
Support	Introducing segregation with wands or armadillos will be much safer than paint
Support	Is the Woodstock Road already considered a 'quickways' route? I would dearly love to encounter considerably less traffic and subsequent pollution when cycling from Wolvercote to town. The canal towpath is now excellent but priority should be given to pedestrians as it is very narrow in parts.
Support	It is a great idea. But you also need to reduct the amount of cars to make it work. Why don't you make buses cheaper/free as well to discourage car use for those who don't cycle or during winter.
Support	It is essential that cycling into the centre of Oxford is safer and more accessible - the Quickways proposals seem like they will do this, to some extent. However, consideration does need to be given to alternatives for the parking spaces which will be removed, as we cannot expect that number of households to give up their cars entirely, so they will need somewhere to park which is fairly convenient.
Support	It is good to see that at least there is some thought going into improving cycling in Oxford, this appears to be another piece-meal approach. You are missing out two of the main arteries leading into town - Woodstock road and Banbury road (Summertown stretch). Many of the current problems and the appalling safety record (see https://bikedata.cyclestreets.net/collisions/#12.76/51.76989/-1.2382) could be addressed by reducing vehicular traffic. Much of the rush hour traffic comes from parents dropping children to school (the roads are much quieter during holidays). How about introducing measures to discourage this? I always cycle my children to school.

Support	It is important to keep clean the cycle lanes where amounts of wet leaves from trees could be a risk for cyclists, specially in autumn and winter.
Support	It is such a pity that you are not extending the Morrell Avenue proposals to Old Road. You have plans for cycle lanes there, but for some reason you REFUSE to finish them! I cannot understand why you do this!! The Old Road cycle provision is a complete mess, and there has already been one cyclist death this year, and there are frequent minor collisions between cyclist and pedestrians, particularly on the bit from Churchill Drive going West. Why don't you finish that plan, which was meant to be part of Access to Headington? These Morrell Avenue plans are good, but much more important is to finish the work on Old Road first.
Support	It is vital that this is not a white paint exercise. To do this properly you will need to take carriageway space away from motor vehicles, and do so in a way that treats bikes as first class road users with priority over motor vehicles; an Iffley Road quickway that is obstructed for several hours a day by stationary cars is pointless. The designs also need to be genuinely cycle-friendly unlike many current examples of supposed cycle infrastructure in the city, such as: bike lanes immediately adjacent to parking spaces so risking cyclists being "doored" (e.g. Cowley Road, Warneford Road) ; bike lanes that become de facto parking for cars (e.g. Donnington Bridge Road); bike lanes at junctions that put cyclists in a dangerous place with respect to turning motor vehicles (e.g. Magdalen Bridge and St.Clements entrances to The Plain roundabout); white paint bike lanes on pavements that swerve round street furniture, go up and down dropped kerbs, and attempt to share space with pedestrians who do not respect the lane markings (e.g. Headington, Botley Road and many more)
Support	It needs to go further and connect cohesively with surrounding towns, and if overnight storage at park and ride terminals.
Support	It seems like a lot of the existing bike lanes have been developed by people who never cycle. How can you allow cars to park in the middle of a cycle lane, is beyond my understanding.
Support	It would be even better the cycle lanes to be protected or separated from the vehicular traffic. Most of the risk comes from vans or other vehicles parked on the cycle lanes, forcing the cyclist to move into the main car lane. Protected bike lanes would avoid this problem
Support	It would be good to see a proposal for a route north, e.g Banbury Rd and/or Woodstock Rd. These are heavily used by school-run cyclists and have heavy traffic - as more developments are added to the northern edge of Oxford, fast cycling routes will be needed to avoid major increases in traffic.
Support	It would be good to see the scheme considered for more routes - particularly along High Street and more roads in North, West and South Oxford - it's not clear to me why they aren't part of the proposals.
Support	It would be great if it made cycling safer.
Support	It would be great to have a quickway down Abingdon Road into city centre in addition.
Support	It would be very helpful if the network of safe, segregated cycleways were to be extended outwards to the surrounding villages and towns.
Support	It would show that Oxford City is really committing to tackling climate issues and Oxford should be a leading city in this area in my opinion.
Support	It’s a great idea and should make cycling more attractive and safer.
Support	It’s a really important proposal. Oxford is a cycling city but the roads are not set up for our safety and drivers can be aggressive.
Support	It’s great to see Oxford leading the way on hugely necessary changes to the way we travel
Support	It's a shame Woodstock Road isn't included as the main road into town from the A40 cycle path.
Support	It's absolutely essential for these cycle lanes to be free of parked cars. Even a single parked car on one of these stretches makes it vastly less safe for children using it to get to school as they have to negotiate joining the main traffic to get around it.
Support	It's great to see further proposals to increase cycling. I think you will get a lot of opposition to removing parking spaces, and I'm not convinced that paint will help enough. Please can you also look at: Making the Plain, Magdalen Bridge, High street and big junctions safer. Reducing the impact of tourist coaches, delivery drivers and more people in cars because of the pandemic. Reducing the number of overly large buses and having smaller ones instead. Changing the culture of drivers who believe they are the ones paying "road tax" and that roads belong to them. Therefore they have the right to drive dangerously close to cyclists and cause death and injury. We all pay for roads and "road tax" doesn't exist. Using technology to improve safety and spot dangerous driving.
Support	Its madness to have cycle ways that are unusable because they are taken up by parked cars. There

	aren't really any downsides to cycling, if more people can feel safe and confident to travel this way it will be better for everyone's health, the environment, and will reduce congestion for those who genuinely do need to be in a car.
Support	It's really good the council are getting rid of those parking spaces and allocating the space to cyclists. But this has to be seen by the council as a start, the first step in making these roads safe for cyclists (improving junctions should be a particular focus for the next steps) and creating a proper cycling network that is LTN 1/20 compliant and as good a quality as any dutch city. Also please consider enforcement of traffic violations is almost non-existent in these places. Especially out of 9-5 hours. Also the council should adopt coloured tarmac for cycle lanes. Make it really clear these are cycle lanes. It makes a bigger difference than just a painted line. Even if the budget isn't there yet there are new lanes being built and they should be coloured not grey.
Support	I've been a cyclist all my life and the continuous death of cyclist in Oxford (last Friday the last death between London rd. and Windmill rd.) /Oxforshire is very worrying,
Support	Keep fighting the good fight despite the pushback I'm sure you will receive. It's a positive change that will really benefit the city for the future alongside other good initiatives like the LTNs. I live in the Church Cowley LTN and think it has benefited the area a lot.
Support	Leaflet arrived 5 Oct and not yet received by many friends in the affected area. Focus on speed seems a little at odds with encouraging wider community to cycle. Junction design and separation from motor traffic may not be compliant. Expecting drivers to restrict to 20mph currently seems a significant ask. Reduced Longwall Street traffic also key.
Support	Less Buses, less Taxis. These are the real danger to cycling in Oxford
Support	Less paint more dedicated lanes. Can we plan to to divert bikes away from Cowley road by more quiet streets in ltns.
Support	Let’s make Oxford known for cycle friendliness and safety!
Support	Let's do it!
Support	Like many cyclists Abingdon Road is my main route into Oxford. Traffic here is a big problem and it would be great to see an improvement to this route. It is currently very hard to stay safe when cycling along this road and the 2020 changes to the white paint on the road probably make things less safe for cyclists than before due to the disjointed nature of the cycle provision. The lack of any physical protection other than the paint on the roads is also an issue.
Support	Linked to the Quickways proposals is urgent need to resurface many connecting side streets (eg Bullingdon Road and Crown Street) which are in a terrible and dangerous condition for cyclists.
Support	Loud voices will certainly oppose; however, the death of cyclists is not equivalent to the loss of parking spaces. Oxford has a great opportunity to truly be a cycling friendly and environmentally friendly city.
Support	Main focus is safety, it shouldn't feel life threatening to cycle to work every day. A lot can be changed just by altering where cars are allowed to park (and the parking in cycle lanes is actually enforced!).
Support	make sure real cyclists test the plans first to avoid awkward and even dangerous cycle lanes. I realise that space prevents the ideal design often, but whereever possible, provide physical separation between a cycle lane and vehicles, otherwise drivers stray into the cycle lanes or drive along the white lines
Support	Make sure they are segregated with physical obstacles. Armadillo or bollards, or kerbs like Donny bridge. Paint is pointless. I’ve rather you did a lot less infrastructure as paint, and do less really really well. And expand it over time. It’s taken Holland 30 years to get there, there was no in between ‘let’s paint white lines’ phase. Do less. Do it really much better than access headington, slade and Botley. They are all botch jobs.
Support	Make sure they're properly segregated, no 'paint and hope' lines on the road. Don't be afraid of taking road space away from cars in a city that was never built for them! :)
Support	Many people - particularly women and children - do not feel safe cycling in Oxford/ Oxforshire. I have a bike I am hardly able to use. You have the opportunity to transform the experience of commuting for many people like me - please introduce segregated cycle lanes and low traffic areas. Additionally - I heard about this survey through a friend. I did not receive anything through the post and my neighbours haven't either. Please do spread the word in Oxford about the consulation.
Support	Many thanks for doing this - one of the most frustrating things as a cyclist is a bike lane petering out, or suddenly finding yourself at a really dangerous junction. The proposed quickways do attempt to tackle this.
Support	More bike parking in city centre and generally dotted around would be useful

Support	More cycle racks in the city centre with video surveillance.
Support	More needs to be done about the plane (traffic circle) and the section across Magdelene bridge up to Longwall wall street. For example, bikes have to switch over mid-way to a narrow bike right turn lane to turn onto Longwall and this is not safe. Cars often spill into the bike lanes and bike only areas before the stoplights, or start on the green lights that are meant only for bikes. These actions can force bikes to swerve out of the way and risk getting hit by a car or bike in another lane. Motorcycles and mopeds are also a problem, as many will use the areas and lights meant for bikes.
Support	More needs to be done to prevent motorcyclists using cycle lanes and the safe areas at traffic lights. Many show disregard for existing cycle /pedestrian only routes (examples junction of Holywell St with Longwall St; Gloucester St and Gloucester Green; Little Clarendon St and Wellington Square). For quick ways to be safe, motorcycles need to be kept out of them. As a cyclist I frequently have to share the cyclist area at traffic lights with motorcyclists. As a driver I observe motorcyclists using cycle lanes to undertake.
Support	More of this!
Support	More people of all ages will cycle if they FEEL safe. If the cycle lane is wide and well defined, and the overall traffic speed is lowered, they will begin to feel safe. There is no reason why most pupils shouldn't cycle to and from school in this city.
Support	Most important: bike lanes must be continuous, not end at trees, parking bays etc. At traffic lights, special bike signals should be installed to allow for a head start, or uninterrupted straight travel where possible, e.g. at T-junctions. In essence, just copy what other countries, such as Denmark or the Netherlands do.
Support	Motivation: I have been squeezed into the pavement 4 times during September this year - twice on the Cowley Road, once on St. Clements and once on Morrell Ave in the course of 3 days. On one of those occasions I had to jump off the bike, and the car ran into the kerb where I had been. Introducing LTNs in East Oxford will mean, for the Cowley Rd, St. Clements and Morrell Ave, there will be displaced traffic. In any case, wider cars now means the changing widths of road on the Cowley Rd and Morrell Ave (because of small clumps of parking spaces which drivers appear intolerant of cyclists making a straight line along the outside of) are more dangerous than ever. The shared bus use on St. Clements means the quality of the road is very difficult to maintain, and where the buses stop and start there are large undulations which bikes need to avoid, but make them appear to weave all over the road to other road users. To me, separating traffic is vital, but enforcing where cars stop on these separated cases is also key - on Old Rd for example, the pavement bike path is nearly always blocked somewhere by delivery drivers or taxis just stopped - killing off the benefit from the massive investment the councils have made. Any solution must not finish with cyclists being pushed back into the traffic (e.g. Bad: at the end of Hythe Bridge street where a good cycle lane stops suddenly at the roundabout approach, but good where the Botley Road path rejoins the road at Binsey Lane and the road widens.
Support	must be sufficiently wide. ideally should be physically separate from area used by cars but that may not be possible. at present cycclist son pavements are a major hazard, esp to elderly pedestrians
Support	Must make sure disabled people who need to use cars are catered for
Support	My children regularly tell me how an incident with a car or van has put them in danger on Oxford's roads. Please do as much as you can to solve this quickly and comprehensively.
Support	my experience of equivalent schemes in edinburgh and london have convinced me that safety is improved for cyclists and anxiety reduced for drivers
Support	My feeling as a non-motoring cyclist is that the proposals are not radical enough. However I recognise you are constrained by the views and influence of the mindless petrolheads in our city. They wrecked your original proposals for Windmill Road and will probably wreck this one too.
Support	My impression of the quickways route along the Cowley road is that there is very little change to the kerb and pavement as it is at the moment- it seems to me that if money is going to be spent implementing a new initiative that there are a few places where the road could be widened (because the pavement is at present much wider than usual. e.g. between Marsh Road and Gillians Way? This also applies in various places in the middle section of the Cowley Road (roughly between Union Road and Manzil Way where the pavement suddenly juts out into the road to no obvious advantage (as far as I can tell) - these sudden changes in road width seem to cause bottlenecks for buses especially and cause cyclists to try to overtake where there is often oncoming traffic . I also wonder if in some places there is an alternative to just suspending a cycle lane when there is a bus stop - where there is room (and I understand that this is often not possible) could the cycle lane be rerouted to the outside of the bus stop and stand? There is at least one place on the Oxford road closer to Cowley where this might

	be possible.
Support	My number one priority is safety but also having clear routes will make me cycle more. Speed is nice but really it's safety and ease of use (no trees In the cycle lane, no bumps and potholes) that is important
Support	My Wife often refuses to use her bicycle because she is scared of traffic on the Cowley Road, and instead insists that we drive into the City Centre (which is cheaper than using the bus for 2 return, which costs £5.60, as well as faster)
Support	Need a better option on London Rd under the bridge , it's too narrow for busses and bikes. What about having a downhill bike path through the woods on the side of the road instead of on the road?
Support	Need more of them. There should be no main road in Oxford without one. Couldn't happen soon enough!
Support	Need to be enforced and maintained. Currently roads are shocking and for example no parking on double yellows in St Clements occurs pretty much all the time Monday-Friday. I have to leave current cycle lane on a daily basis due to illegally parked cars.
Support	no
Support	No
Support	No
Support	No
Support	No
Support	None
Support	One dangerous conflict between cyclists and cars on DBR that is not addressed in the new plans (and this is applicable to other controlled intersections as well), is that at the traffic lights there is a protected area for cyclist in front of all traffic which is accessible through the cycle lane left of the lane for turning left. As a cyclist wanting to turn right, I often get trapped on the cycle lane by left turning traffic as the light turns green.
Support	Other danger areas need to be addressed. There is a dodgy stretch on Blackbird Leys bridge where the cycle track disappears and a merges into main road traffic right in front of a roundabout. Also all along Barns Road it is impossible to use cycle lane (~1m wide, solid white line) as all residents park in it. Also on Between Towns Road, dooring attacks happen because cars park on both sides of the road to access shops and they don't look before opening. Meanwhile cars behind don't expect cyclists to be in middle of road. There are patches where cycling provision is great but then where these drop away there are dangerous points.
Support	'Our members at City of Oxford Rowing Club use Donnington Bridge Road (DBR) on a daily basis and a large proportion also use Iffley Road. A large proportion of our membership use bikes as the main, or sole transport method. The current cycle infrastructure on both of these areas is extremely poor and dangerous. In the women's squad alone, we have had 5 members knocked off their bikes on DBR in the last 12 months; the number is greater than this in the wider club membership. We cannot count the number of near-miss incidents, these are a weekly - if not daily -- occurrence. The current cycle paths on DBR are permanently obstructed by parked vehicles. Firstly, this forces the bikes out into the main carriageway, where cars then pass too closely to the bikes. Secondly, the parked cars obstruct the view of cars turning out of side roads onto DBR, and this has led to several collisions -- as the cars turning out see that the cars on main road are stopped, but not that the bikes are still moving. This puts our club members in daily danger of serious injury and death. As the committee of City of Oxford Rowing club we are strongly in favour of: - suspending ALL parking along DBR, with implementation (and enforcement) of NO STOPPING AT ANY TIME along the length of the road. - continuous, wide cycle path (>1.5m) along the entirety of DBR - Full segregation of the cycle paths from the main traffic stream, through the use of bollards/wands/orcas/edging - Advanced stop lines/bike boxes at all junctions and advanced light timing - bike only green lights We would also suggest that the current junction of Iffley Road/DBR needs to be changed, where the cycle lane (for ahead and left turning bikes) goes to the left of the left turn only lane for cars. This needs to be changed so that a car cannot be turning left through a cycle lane where bikes are travelling straight on. We are also strongly supportive of any changes to improve Iffley Road and the other proposed areas, as our membership use these roads on a regular basis as well.
Support	Over Magdalen bridge there is the wide cycle way, but buses and cars just drive in it anyway
Support	'Overall - really good idea. I've made similar suggestions before and am very glad they're being

	implemented. Few thoughts: - Maps of Quietways/Quickways could be confusing to new cyclists - maybe unify them both on a map so a cyclist knows where is best to cycle. - The routes that "end" in Marston, Oxford City Centre and Headington should be connected up so that someone could cycle anywhere using the Quick/Quietways. - Lots of signage/visible markers to make sure both drivers and cyclists know about the route. - I'm a bit concerned about plans for Cowley road - as it's a narrow road I don't think it should be done like Windmill road as in this location vehicles need to enter the cycle lane for sufficient clearance.
Support	overall, this is the wrong approach for cycling in Oxford, going against the grain of safe, protected space being delivered across Britain. It offers small improvements for existing (mostly male, middle-class, assertive) commuter cyclists while doing nothing for the thousands who do not feel safe to cycle. Funding is, as ever, limited. Painted lines are cheaper than protected tracks. Yet DfT has made it clear that funding will not be awarded for painted lines. The speed with which other cities are delivering protected tracks suggests that Oxford will need to fall into line eventually. Spending money now on paint-only Quickways is wasted money; it would be a better use of funds to deliver one safe, protected scheme than 12km of paint-only lanes which offer no protection. Given OCC's pioneering work on Low Traffic Neighbourhoods, it is disappointing to see so little ambition for cycling corridors. I hope you will reconsider, and bring forward new plans in line with national and Oxfordshire's own standards, enabling many more people to choose cycling for their everyday journeys
Support	Oxford branding itself "a cycling city" is currently a bit of a joke I think, especially after Westgate carpark opened. The main issue I think is the start and end of cycle lanes, and how one is supposed to enter and leave them safely without undue delay, not to mention general maintenance and upkeep. There also seems no consistency so it's intimidating until you learn every nuanced junction. In Belgian towns the use of red tarmac is super clear for when all road users should be aware of bicycles being more at risk e.g. junctions or merging lanes.
Support	Oxford brands itself as a cycling city, but needs to do more. The current cycle lanes are in a very poor state. There needs to be more signage and training for drivers to prioritize cycle safety. We also need to discourage people from driving unless absolutely necessary.
Support	Oxford could lead the world in safe, clean transport solutions. We desperately need to build decent cycle lanes that separate cars from bikes and encourage everyone, old and young, to use bicycles to get around the city and beyond.
Support	Oxford has big potential for cycling but its a poor cycling city at the moment. Cycling is still a relatively rare form of public transport, people favour cars out of habit and fear of cycling on the roads. Buses are slow and the variety of companies makes using them inefficient, it takes ages to make a simple journey. I was pretty shocked at how few people commute into town on a bike! its a pretty flat city, it should have way more cycling. I honestly think people in Oxford are so lazy. Cars parking on the road are a source of frustration - as are cycle lanes on Donnington bridge where two cycle lanes are crammed together, this is really dangerous and does not provide enough room for bikes. Cycling has so many benefits for cities!!!!
Support	Oxford is known as a cycling city, but the people who live here know it can feel very slow to get about by bike while also feeling safe. More infrastructure for cycling would be a very positive change and, for me, would absolutely mean more regularly cycling from east Oxford to the centre of town.
Support	Oxford is supposed to be a cycling city. Yes some car parking is necessary, but so is change for safer active travel. Cycling provision that works for all cyclists, is fundamental. The LTN1/20 guidelines must be used. Road paint may be useful, but it is not cycling infrastructure. People on bikes should be able to travel in an unimpeded way, and routing cyclists through every side road junction, with no priority, has to stop. Low traffic neighbourhood roads are open to everyone, just not through motor vehicle traffic. My cycling experience on Warneford lane has NOT been a good one, with a door zone 'cycle lane' to be avoided, and agressive drivers either close passing or hooting cyclists. "Do NOT overtake cyclists: narrow lane" is signage that could be used far more often.
Support	Oxford known for being a cycle city, yet in reality the cycle infrastructure is terrible. Time to change this, especially in the wake of covid-19 and the impending climate crisis.
Support	Oxford should be a great city for cycling, it's mostly flat and has many old streets too narrow for floods of cars, as well as many students and low-income people for whom cycling is a much more affordable means of transport. Car culture has done huge damage to our landscapes and communities and threatens to destroy our environment, we need to move away from it as quickly as possible, and encouraging more cycling, by making it safer and easier, is a major first step in this direction.
Support	Oxford should be leading the way in being a cycling city and there is far too much traffic. cycling should

	be safe and enjoyable then more people would cycle. Really want to see these introduced.
Support	Oxford will need more cycle racks so that people can park securely at their destination.
Support	Paint is not infrastructure - segregated cycle ways are required
Support	Paint is not infrastructure. Adding cycle infrastructure has to be better than simply not damaging car infrastructure. Too often cycling around Oxford it is better to use the dangerous road network over existing cycle paths because it is connected, clear of parked vehicles, well lit, well maintained and unobstructed. If the council really wants to make improvements then they should be targeting better than we currently have, not regarding painted bike lanes as a gold standard. TFL has already dismissed further painted bike lanes in favour of segregated bike paths, surely Oxford can learn from this?
Support	Paint is NOT infrastructure. If roads are narrow then they need to become one way for motor traffic. Protected lanes for vulnerable road users (not just bike riders – trike riders, scooterers, mobility aid users etc) are by far the most important factor here. Don't mess this up!
Support	Paint is not safe. We need segregation. Even just wands.
Support	Paint on roads is not a bike lanes. There has to be a physical separation from car traffic.
Support	Park Road is a very tricky one. It is narrow BUT many cars use it. There are some real bottle necks and I don't feel safe, especially as now the segment on the front of the museum has been removed forcing cyclists to dismount, etc. Alternative is to take a road. The surface is bad, plus it is even worse when cars park at the front of the park (during weekend?!).
Support	Parked traffic makes cycling really dangerous on busy roads. I'm a parent of two kids, aged 5 and 8. I also cycle with my 73 year old mother. We all try to be environmentally friendly and avoid car travel. It is impossible to get around Oxford on a bike without using the main roads sometimes. These roads are genuinely terrifying for the young and elderly cyclists. My partner and I are confident and experienced cyclists, but when I know that he'll be biking home on Iffley Road or Donnington Bridge Road after dark, I can do nothing but pray for his safety. That road is horrible for cyclists, and I hate to think of him on it. We desperately need continuous, segregated cycle paths. I know you don't have a lot of funding but please, please segregate the paths as much as you can. Please also give us cyclists separation at traffic lights in terms of time and space. Thank you for your work on this important project! It is very exciting to see things going in the right direction.
Support	Plans to reduce car use / increase bike use need to have more sweeteners for the skeptical e.g. more buses, cheaper bus fares, bring back the Pick Me Up service but add in prebooking, better policing of stolen bikes, more bike racks. Making cycling safer will help encourage nervous people. I think narrow, unseparated cycle lanes painted on the roads are worse than nothing, as motorists expect cyclists to use them and zoom past right next to you; those lanes force you into the uneven gutter or next to parked cars and don't allow enough space. It would be safer to cycle in the middle of the lane to stop cars from overtaking dangerously.
Support	Please also consider quickways that connect towns and villages into Oxford, Currently, the cycle track from Wheatley to Oxford is in terrible condition. Also the cycle track from Botlry around the ring road to the Abingdon road. Seems little point having quick ways within the city of its still hard to get to the city. There needs to be more joined up thinking about active travel
Support	Please be ambitious about reducing car traffic and improving cycling safety & easiness in Oxford! It is crucially important for public health but also to make Oxford a wonderful place to live where streets are welcoming and safe for people who aren't seating in a 3000 pounds wheeled box worth of plastic and metal. If you wouldn't let your 8 years old child cycling by him/her-self in Oxford(shire) after this proposal is implemented it means that it's not ambitious enough!
Support	Please be aware that the voices against active travel are often very loud. Those in favour often assume it is happening and therefore don't say anything. Please don't listen to the noisy climate-change deniers. We need to reduce car usage. End of story.
Support	Please be bold here. The increase in motorised traffic on Britain's roads in unsustainable and the currently policy of 'individual choice' will not dramatically alter this. People need to see viable alternatives before they will change their car habit and these need to be visible, safe and a real alternative.
Support	Please be more ambitious.
Support	Please bear in mind some cyclists are more nervous, less strong, need more space
Support	Please bring more cycling infrastructure to the city.
Support	Please can you add lots more speed cameras on 20 mph and 30 mph routes. Especially in E Oxford cars

	drive so fast. Easily over 40 mph. Also please can you improve the cycle paths between Oxford and Woodstock. I've just started using them 2x week and they are terrible , dangerous surfaces and bushes need cut back.
Support	Please consider cycle routes around schools. There are so many children trying to cycle to school and we need to protect their safety. We need to get people back on buses into Oxford centre. Increase publicity around safety post Covid.
Support	Please consider how quickways connect pupils with schools. Barns Rd should be included alongside Between Towns rd, currently the cycle lane is used as a long parking bay and very unsafe. Also, quietways should be prioritised as much safer for cyclists. Orcas and posts shoild be used along all routes that are heavily used by pupils.
Support	Please consider more use of hippos or wands to demarcate cycle lanes, do more to make junctions safer for cycling and look at restricting through traffic in the city centre - please fix the rising bollards in various streets too
Support	Please consider one way vehicle routes to make space for safe wide physically segregated continuous cycle lanes. The historic city of Utrecht in the Netherlands has successfully fitted these in.
Support	Please consider other routes as well, including safer bike routes on High Street and Botley Street
Support	Please consider properly physically segregated routes such as those over Donnington Bridge. Drivers frequently cut into cycle lanes and do not respect a safe disrance.
Support	'-Please consider separating cycle routes from road traffic with physical barriers. This is by far the most important step for safety and brings us into line with other european cycling nations. -Rethink cycle lanes that just end up as merging into traffic e.g. magdalen bridge. -Some of the traffic calming features in oxford, especially on the Cowley road section just before Oxford road make cycling more dangerous and force cars to pass cyclists with minimal space. -make more cycle parking available - Make a safer route to connect meadow lane over donnington bridge. -use the LTN to have dedicated cycle lanes -
Support	please consider that paint isn't sufficient infrastructure to ensure cyclists' safety. The cycle lanes MUST NOT be advisory, and need to have wands to segregate them from motor traffic where possible, and enough space to keep cyclists clear of the door zone where parking bays remain. Often motorists see cycle lanes as an invitation to park and/or drive on. where there is only paint, the cycle lane needs to be wide enough to ensure motorists don't consider it safe to close pass as the cyclist is in their lane and they're not driving over the line. And any bike lanes must not be created so cyclists have to give way to traffic from side streets or drives (as is often the case e.g. on London Road). Speed limits need to be enforced, as does parking, to make these effective. I support these quickways 100% and they need to be implemented with care.
Support	Please create more pedestrianised or cycling areas in the centre of Oxford and remove traffic and car parks from the centre.
Support	Please do anything you can to make cycling safer in Oxford. Can we learn from Holland?
Support	Please do not be overwhelmed by the small minded and vocal. Quick ways are essential to keep Oxford moving and to promote cycling, especially for those with children.
Support	Please do not have cycle lines with parked cars in.
Support	Please do not repeat the bad cycle lanes that were built on The Slade. Cyclists need to be properly segregated from the car traffic, like the small stretch on Donnington Bridge (the bridge itself, not the rest of Donnington Bridge Road). On the Slade, the cycle lane is used as short term parking (and long term on occasion), waiting area for by taxis, and is used by cars to go past standing traffic.
Support	Please do this - but please do more as well!
Support	Please do this, and more, to make cycling the easiest, quickest and safest option for travel in Oxford, and to reduce the air pollution especially around schools.
Support	Please don't focus on overly broad cycle ways; instead, make sure that there are no drains in the middle of the cycle lane or other dangerous obstacles like potholes (causing cyclists to swerve out of the lanes). Also, overly broad cycle ways just puts buses in a difficult position and pisses car drivers off - both of which endanger the lives of cyclists. And if cycle lanes could be a different colour from the main car/bus lanes and pavements, that would really help everyone stay out of the way of cyclists. And I would propose that no car is allowed to park in cycle lanes (as is the case in for example the Netherlands), but that might be wishing for too much..even though having to swerve out of cycle lanes is super dangerous.
Support	Please don't half-ass it.

Support	Please don't water these proposals down any further. My partner has already had a few near misses on Cowley Road. It is not a cyclist-friendly place currently. We are miles away from a truly friendly cycling environment like in say Holland. I can't understand why there aren't more speed cameras given the number of people driving well above 20mph including cornering at high speed, especially at night. These proposals are far from perfect (i.e. they aren't full segregated lanes) but they are a big improvement.
Support	Please ensure any cycle lanes are not in the car door zone (like the one currently on warneford lane) as it means you cannot safely cycle in the lane as you are at constant risk of being knocked off. Please also ensure there is good continuity of bike lanes - many in oxford abruptly end have lamposts or bus stops that block them. On old road there are often vehicles parked on the pavement/cycle lane which blocks it to bikes and pedestrians alike.
Support	Please ensure bike paths are segregated from both motor vehicles and pedestrians. Stop converting pavements into bike paths - that helps no one and pisses off cyclists and pedestrians.
Support	Please ensure continuous, don't just terminate for trees, bus stops, flower pots etc, The Banbury Road, Woodstock and Botley Roads and Walton Street/Kingston Road are a mess. The Woodstock Rd with is 60m stretch of a narrow bidirectional cycle lane on the pavement between a tree and a bus stop has featured on National TV as one of the stupidest examples of council cycle lane marking!
Support	Please ensure cycle lanes are at least 3 m wide - this allows for the recommended 1 m positioning away from the curb (where there tend to be drains and potholes etc), the 0.5 m of bike/person, and the 1.5 m recommended distance of a car from the bike. If the cycle lane is any narrower than this, it actually encourages more dangerously close passes (or cycling right next to the curb, which was also dangerous).
Support	Please ensure everything links up smoothly. We currently use the LTNs to cycle but there is no safe link between some places e.g. Beauchamp lane and rymers lane
Support	Please exclude all but essential motorised traffic from the city. It would make it a safer, cleaner, quieter and more pleasant city.
Support	Please extend to Botley Rd, where the current proposals seem badly out of synch with these ones. Cyclist who want to go places quickly and safely will not use the routes that take us behind bus stops.
Support	Please go ahead with as many of these schemes, and more, as possible! Thank you!
Support	Please hurry up with bus gate proposals and introduce'hop on hop off' bus tickets for properly connected public transport.
Support	Please implement them fast, together with the proposed LTNs! We really cannot wait.
Support	Please implement them. It will make a big difference to me, my family and the whole of Oxford.
Support	Please improve and promote cyclists awareness of the Highway Code and cycling with ‘due care and attention’ and at night/winter cycling with lights plus visible clothing and correct use of a warning bell. Quick ways will not necessarily improve safety if users are not aware of good cycling behaviour. Please promote cycling training for cyclists and remind motorists how to share the road with other users.
Support	Please improve cycling infrastructure and help reduce traffic in the city centre, for the safety, for our health, for our climate.
Support	Please introduce a congestion charge too!
Support	Please introduce them as soon as possible.
Support	Please look at joining the gaps too. Also please continue to maintain and clearly sign existing cycle routes. And finally please consider Marston Ferry Road cycleway to be the crowning glory of Oxfordshire's cycle provision. There should be many more safe and easy cycle routes like this one.
Support	Please look urgently at the safety of removing the central white line eg as done on Magdalen bridge. This means that very frequently buses and lorries drive overlapping the "cycle lane" and there is no control or fine for doing this. Cyclists who do not know the route wrongly believe they are on a protected cycle lane. Last week I saw a female cyclist nearly hit by a lorry due to this - she had no expectation that the lorry would come so close to her and drive in what is painted on the road as a "cycle lane".
Support	Please make it happen
Support	Please make this happen, and consider firm boundaries to protect the quick ways too
Support	Please make this happen. Pleaseeeee!!!
Support	PLease please bring them in. Don't be put off by the vociferous taxi driver brigade. We need all these changes for our children and our children's children. It's OCC's job to lead and inspire on climate

	change and traffic reduction, not follow the lowest common denominator because of fear of their aggressive refusal to change
Support	Please please implement as much physical infrastructure e.g. wands, as possible. Only these make a significant difference to safety.
Support	Please produce pedestrian only zones in central Oxford, especially along Queen Street, Cornmarket Street - and High Street. Buses should be made to use alternative routes and Oxford should consider introducing trams in their place.
Support	Please put in segregated cycle lanes wherever possible, as these make cycling so much safer (and therefore also more pleasant and attractive). People will still park over the cycle lanes unless you prevent it through physical barriers (e.g. wands) and enforcement. Parking on double yellows is pitifully enforced, e.g. cycling along the stretch of Between Towns Road opposite Templars Square where there have been double yellows forever but there are always many cars parked along there. This tells car owners that they can just dump their vehicles wherever they like... People often drive the wrong way into Howard Street to park on double yellows outside the Coop, also blocking the crossing point. Then reverse back into the Iffley Road. Enforcement is the only way to get across to people that they will pay a price for endangering pedestrians. Those of us that care just park a bit further away and use our legs for the last 10 metres...
Support	Please put in segregated cycle lanes wherever possible. Painting lines on the pavement (e.g. Woodstock Road) is not acceptable and don't meet the "Cycle Infrastructure Design, LTN 1/20" standards. Please make intersections safer for cycling, particularly when cyclists are going straight but cars are turning left. In addition, enforcement to stop vans and cars parking in cycle lanes is needed.
Support	Please resist the nonsense / lies / militance of the Oxford car lobby. Some of the behaviour in response to the Cowley LTNs was reprehensible.
Support	Please review how you design questionnaires. I think it would be better for example for me to have to choose which of the very nice list of things you aim to accomplish are most important. Also why at q 17 are you asking me if I'm a business or represent a group when you asked me this at the beginning. Also you make no provision for people to answer the question about parking on the street for those of us who don't own a car which make up 1/3 of households in Oxford. Finally why ask specifically about Parks Road. I very much hope you will train the person who designed this to do a better job next time. Sorry if that is rude but you could have got some better information out of a well designed questionnaire and you would come across as more professional.
Support	Please stop using painted cycle lanes, they do nothing. Add segregated bike lanes! Cars, buses and taxis completely ignore the paint and cut into the cycle lane, making them as dangerous as a road with no paint. A good example is St Clements Street, where cars just park in the painted cycle lane. On Morell Avenue, cars use the vague cycle lane paint as parking bays. On Magdalen Bridge, traffic constantly cuts into the cycle lane (especially buses!!!). I would rather have a smaller bike lane with segregation than a bit cycle lane that motor vehicles can enter. If there is no room for a segregated bike lane, maybe remove a lane for motor vehicles? Make the road one-way and add a proper cycle route, as they've done in London. Furthermore, please actually enforce the lanes. Why aren't there cameras checking for traffic entering a cycle lane in problem spots (e.g. Magdalen bridge, or St Clements Street), as there are for a bus lane? Fine cars that stray into the lane, and fine cars parking in the bike lane even more heavily. Otherwise, cyclists have to constantly leave and enter bike lanes depending on what motor vehicles are in there. Finally, please add secure areas to lock up bikes and strongly prosecute bike thieves. These are huge deterrents to cycling in Oxford.
Support	Please support bus services to make it possible for people to efficiently move around the city with children, people who are unable to cycle, people who are moving objects .
Support	Please try to be mire adventurous. Look at Vichy and other medieval cities . Do not paint lines in the roads . This is not enough to keep cyclists safe. Aggression towards cyclists is worse each year - the other way to encourage more cyclists is to make it really safe and clearly separated from moving vehicles fir the whole route - not just bits of it.
Support	Please try to consult and explain any changes to the residents & drivers of the local area. This will prevent negative 'backlash' types of behaviour which may further entrench feeling that they are being 'bullied' off the roads. Introduction of Parking Permits in the last 1-2 years to many local and quiet streets, (felt like a land/money grab by council) coupled with the LTN's has stirred up significant ill feeling among motorists who I have spoken with. As a motorist and cyclist I feel Cowley Road is the least safe road I have to travel and so strongly support those changes based on safety. North of Abingdon is second priority in my opinion. If those two are done, Iffley road could remain more 'car

	friendly' to ensure there is a more balanced approach. [I don't live on Iffley Rd for the record!]
Support	Please yes, cycling in Oxford is so dangerous. The cars are so aggressive and it feels like systems are often built without cyclists in mind (case in point - the dangerous junction where the Slade meets Windmill road and the cars to turn left have a green light before those to go straight, cutting up any cyclists attempting to get from the cycle lane across the junction....). Anything that improves cycling in Oxford is amazing.
Support	Please, bring on more initiatives like these!
Support	Please, please, please add more segregated cycle lanes! My 73 year old mum and dad still cycle. My 3 year old son wants to cycle. We want to do the right thing, we just need to feel safer!
Support	Positive changes to promote cycling will reduce the number of cars on the roads, eventually,
Support	potholes, damage around manholes covers and generally atrocious road surfaces are also dangerous and make cycling difficult.
Support	POTHOLEs: dangerous, hazardous to health and safety, during the rain death-traps as you do not see them. it is difficult to cycle with a child in tow due to the potholes! something has to be done about the road quality in Oxford as its looks like a patchwork job from a third world nation.
Support	Prioritise Warneford lane and junctions and if there is no remaining budget, then leave everything else. In particular junctions such as Cowley Road / Between Towns Road needs action apart form the "insufficient space to add cycling facilities" when you already have 4 lanes for motor vehicles. Reduce to to 2 lanes only, add a cycle lane and re-phase the traffic lights. Add a left turn hold lane for cyclists.
Support	Quick ways must be implemented with expanded cycle parking along routes which co-incide with bus stops, shops and other businesses to enable easier bike locking. Quickways must not be interrupted by large road junctions where cyclists often have to mix with traffic as lanes are too narrow, especially alongside buses (such as Morrell - St Clements intersection and Donnington Bridge Road intermittent parking along lanes).
Support	Quick ways need to be at least 2.5m wide and fully segregated. This can be achieved if motor vehicles lanes are removed as necessary. Main roads should be made one way for motor vehicles. Cowley Road should be pedestrianised.
Support	Quickways are better than what currently exists but it is still not proper cycling infastrucutre. Space on the roads for actual cycle lines separated from the traffic need to be prioritised over vehicle parking.
Support	Quickways are overdue in Oxford, cyclist risk their lives every day on congested and poor roads every day. More people would cycle if they felt less vulnerable as road users and if the city provides and encourages cycling with its infrastructure.
Support	Quickways should only be a temporary measure before segregated cycle paths are built along arterial roads and traffic reduction measures are introduced (in particular Connecting Oxford). Removal of some on-street parking is essential for these routes to work (on a bike I always fear being 'doored', or alternatively run over, along Warneford Lane, for example). The speed limit changes are also clearly good. Cycle lane widening should also be supported, but 'wands' should be used wherever possible to stop cars encroaching onto the lanes, to stop parking in them, and to visually narrow the carriageway (which will reduce speeds). Cycle lanes should be coloured everywhere, to make the allocation of space much clearer (and again to visually narrow the carriageway in between the cycle lanes). There should also be changes to some junctions to separate cars from bikes. The plans should comply with the DfT's Cycle Infrastructure Design LTN1/20 – guidance for local authories on designing high quality safe cycling infrastructure.
Support	Quickways sound great, but there is little detail of the proposal. Important points are: cycle lanes should be physically protected as much as possible, especially at junctions. Advanced stop boxes are not enough,there should be dedicated cycle crossings, e.g. for right turns. Bus stops need to be considered: 'floating' bus stops improve cycle safety as well as speeding up bus services. Clearly parking is being considered, ideally cars should be physically prevented from parking in the bike lane.
Support	Quickways would improve Oxford's life quality like the LTN does.
Support	Really excellent idea - please implement! It is very important that cyclists do not have to give way at side junctions and that cars turning into side junctions or emerging from them give way to cyclists on the main route. Avoid 2 way cycle lanes unless fully segregated - they confuse cyclists & motorists at side junctions. Please do not route cycle lanes through pedestrian bus queues.
Support	Really hope these get the go-ahead. Note of caution: there are a lot of petrol-heads in Oxford who are against all of these type of improvements (LTNs, bikes, bike lanes, traffic works). Need to think about how to win them over. Maybe appeal to thoughts about future for their children/grandchildren.

Support	Really important that cycle route join up though - for example there is no safe route from Newman Road to continue round the cycle path towards Heyford Hill. Same principle applies all over the city - that if you want to cycle from one part to another there are lots of safe pockets / stretches but they don't always connect to another one.
Support	Really important to make cycling safer in Oxford, particularly for school children for whom it's just too dangerous at the moment.
Support	Really really support this
Support	reducing car parking is a VERY GOOD thing. you will get pushback because it *works* to reduce car use and thereby helping the council to meet it's primary goal on the corporate plan of decarbonising.
Support	Reducing the total carbon footprint of a business based in central Oxford is a challenge. Since COVID my colleagues are even less likely to choose public transport and all cycling suggestions are met with safety concerns. We MUST reduce vehicle traffic as we are currently in a vicious circle where increased traffic is making peopl feel they are ONLY safe in cars and cannot get to work on time using public transport.
Support	Regarding removing central lines for cars - please carry out a survey on Magdalen bridge to determine if this is beneficial before proceeding with this in other areas. My personal experience is that cars now just move into the cycle lanes without looking when they meet another vehicle and it feels more dangerous than before the changes.
Support	Regarding Warneford Lane, it is disappointing that the orca+wand protected sections of cycle lane will not continue for the entire length, including the East end of the road near the Gipsy Lane/Old Road junction. There is an ongoing problem with Cheney parents parking on the cycle lane and pavements at that end to drop off/pick up their children, which causes significant danger to Cheney pupils cycling and walking to school and everyone else who cycle or walks along the road. I really don't think the traffic volumes warrant a two-lane junction approach on Warneford Lane, so that the left lane could be used for a cycle lane (although the bus stop remains problematic). Could you please investigate how far you can maintain protected cycle lane provision towards the Gipsy Lane/Old Road junction, on both the North and South sides? Please don't cave into people saying you can't remove parking along Warneford Lane because it disadvantages 'NHS workers, hospital patients, disabled people, Divinity Road residents' etc, because this really does not appear to be the case - having surveyed the parking there over two weeks, it seems that the majority of the parking is likely to be Oxford Brookes students who are resident at the University's nearby halls of residence, who don't need to have cars and are breaching the University's regulations by bringing cars to Oxford. This is strongly implied by the fact that the same cars have been there on weekdays and weekends, morning, daytime and evening; around 10% of them were in the same position for the entire 2-week duration of the survey and many more moved positions within the unrestricted zones but were still there on each twice-daily survey. So cyclists are essentially being denied a safe route so that wealthy students can use the left hand carriageway on both sides as long-term free parking. (I'll share the results with Patrick Lingwood soon.) I am quite concerned that so much of the quickways seem to be paint-only advisory cycle lanes and therefore not LTN 1/20 compliant. I appreciate that options are limited by the funding and timescales imposed by the EATF and limitations of space without significant infrastructure changes, but the relevant statutory guidance says “Lanes indicated by road markings only are very unlikely to be sufficient to deliver the level of change needed, especially in the longer term”, and the Government’s Gear Change: One Year On publication says “[Active Travel England] will examine all applications for funding and refuse any that are not compliant with the new national LTN 1/20 standards”. As such, I don't understand how these plans have been funded by the ATF and am concerned that the DfT could withdraw or deny future ATF funding if it audits the cycle lanes once they are in. I am also disappointed that the quickways plans seem to do nothing to help keep cyclists safe at junctions or make it easier to use them, particularly to make right turns. Junctions are a danger-hotspot for cyclists, the current provision is appalling at every junction I use and I had hoped this would be an opportunity to improve things. Although these plans are an improvement on what is currently in place on these main roads and should improve the experience for people who already cycle regularly, because of the many ‘gaps’ in provision and protection, particularly at junctions, I suspect it may not be enough to get new people cycling, particularly those who are (understandably) nervous or need to travel with children. (Btw the reason I answered 'Probably not' to the question of whether the quickways will encourage me to cycle more is because I already cycle as much as I can (for almost every journey), i.e. it's not physically possible for me to cycle any more journeys, although the quickways will probably improve my safety and convenience. I think the Council needs to re-consider the use of this question

	in surveys like this and the LTN surveys, because it is likely to give a false impression/disappointing outcome on this point: people who already regularly/always cycle often do so out of moral motivation despite it being dangerous and unpleasant, and those people are unlikely to cycle more because of LTNs or quickways; and people who don't already cycle probably don't realise that the increased safety and convenience brought about by LTNs and quickways may well motivate them to cycle.)
Support	Relating to Marston Road plans: 1. Very pleased to see 20mph car limit from St Clements, this is long overdue - consider extending this to West side of Milham Ford, where playground is and children cross road regularly. How will 20mph be enforced? Already see lots of speeding at current 30mph - cameras and speed bumps should be considered especially just before school on northbound side. 2. Could consider using existing wide pavement from after bus stop at St Clements junction to just before junction with John Garne Way junction, or even Ferry Road junction - cyclists much safer if completely separate from road and lots of cyclists already use the pavement here - could mark lines to share pavement between cyclists and pedestrians? 3. Don't really see the merit of any of the side road treatment (raised platform) proposed. Cars already stop before pulling out and children may see it as a safe crossing point and forget to look before crossing. 4. Issue around St Michael's School (southbound side) not dealt with - cycle path disappears south of junction with Edgeway Road and cyclists are forced to merge with traffic until junction with John Garne Way - extremely dangerous for the many young cyclists who use this route. Could the wide pavement on the northbound side be used with markings instead of an on-road cycle lane, allowing room for a dedicated cycle lane on the southbound side (see point 2). 5. Pleased to see 2-way off road cycle facility near Crotch Crescent junction. Could the central reserve cut-through just north of junction with Old Marston Road be marked as a cycle only point, to allow cyclists to join the 2-way cycle lane from northbound side of Marston Road, as the bikes otherwise have to merge with traffic from this point on northbound side. 6. Two-way cycle system along the road in front of shops on Cherwell Drive will need to be very clearly marked to drivers, so they are able to anticipate cyclists travelling towards them on this one-way road.
Support	Removal of the parking on Marston Road will have a significant effect on the staff who work at my school, St Michael's. We have a very small car park which is not large enough to accommodate all the cars that come to school. We currently buy parking permits for staff to park on the road. A number of staff drive in from outside Oxford. We also have a number of peripatetic staff who need to drive between their different work places and carry equipment with them. They use our car park, while most school staff park on the road. Delivery vehicles also park on the road as they are too large to enter our carpark. The parking on Marston Road is usually full on school days and when people are attending the mosque. Will any additional local parking provision be made to replace the parking lost? I actually cycle to work every day down Marston Road from St Clements. The road is wide and I never feel unsafe, unlike on the Botley Road or St Clements, for example. The pavement it also very wide, why can't this be used as a dual way for pedestrians and cyclists as is the case on the Botley Road and further down Marston Road. I do support the reduction of cars in Oxford, but not everyone can cycle and the public transport system is still not good enough to persuade people who need to drive to get to work in central Oxford to abandon their cars.
Support	Removing parking spaces on Iffley Rd must be combined with changes in CPZ zones to allow car owners to park down side streets.
Support	Removing parking spaces to provide cycle lanes and installing 20-mph zones are laudable measures but it will need rigorous enforcement with heavy fines to be effective. Entitled motorists currently park in cycle lanes safe in the knowledge that they'll "get away with it". The infamous Oriel Square depressed bollards fiasco is an illustration of how enforcement fails.
Support	Roads and parking heavily subsidize car owners. We should do everything possible to focus on the easy movement of goods and people within the city, not the movement and storage of cars and trucks, which are major contributors to climate change.
Support	Sadly we must make commuting by car for workers and school children very very difficult apart from those who driving is an integral part of their job
Support	Safer cycling would make me more likely to cycle with children.
Support	Safety is my main concern and reduces how much I cycle.
Support	Safety is the main reason why I don't currently cycle more in Oxford. My preference is for segregated cycle lanes but I appreciate this is difficult in Oxford. The suggested changes are a positive first step, thank you. The traffic is now so bad that it feels like the City has ground to a halt a lot of the time, with public transport also impacted because of the high number of private vehicles on the road. I do also worry a lot about the impact of air pollution on Oxford/Cowley Road on my young child. These issues

	are sadly polarising communities and people, particularly car drivers, are getting very angry. Could you possibly also run a campaign in parallel to educate communities regarding the dangers of our roads and air pollution for young kids (in particular)? I feel like the health impacts aren't well known and so there isn't enough pressure from the community to change habits and challenge the status quo. Thank you.
Support	Scheme feels less than ambitious - introduce one way systems on radial routes, and those which might be used to move between them, with properly segregated cycle paths
Support	See above
Support	See above
Support	See above. I think it's important to consider cycling with children and how to make that ad safe as possible - and it's then not about speed, but ease of connected cycle paths that don't abruptly stop, enough spaces away from cars, dropped kerbs etc
Support	See answer to Question 18.
Support	See point above re segregation!!!!!
Support	Segregate, network continuity. Iffley turn dangerous, quick way will not solve the issue ...
Support	Segregated cycle lanes by wands are vital. If we see a replication of abingdon road where paint is mostly used we plan to take direct action and protesting as paint is no protection and referred to as murder lines by our team. They want to be able to do their jobs without the risk of being killed everyday. We have data and video evidence from our dashcams showing this to be the case and plan to hugely increase our data capture into the future
Support	Segregated cycle lanes should be implemented as much as possible. Improved safety for cyclists in Oxford would encourage me to replace more of my car journeys, specifically when I am taking my small children with me, with cycling. Although a quickway is great for commuting by bike there should also be a family focus to make safe cycle paths for cyclists of all ages and abilities.
Support	Segregation is required to keep cars in lanes. If full segregation not possible (Donnington Bridge shamefully is only location in East Oxford) rumble strip should be installed. Many drivers currently ignore bike lanes.
Support	Sharing busy roads with motorised traffic is very dangerous. parking bays on cycle lanes (e.g. Donnington Bridge Road/ Iffley Road) create unacceptable dangerous situation with accidents waiting to happen. On side streets (between Iffley and Cowley Road) there is too much parking bays space and too little road space. A car cannot pass oncoming bikes. The road is too car friendly and not bike friendly enough. Reducing parking bays and only allowing one parking permit per address would help. We need to disincentise students from bringing a car in for term time. These are mostly parked in front of their house and not being used. Pedestrian crossings with ambiguous priority (the plain) create confusion and dangerous circumstances. On Cowley road cycle lanes have been painted but the road layout does not support it. I realise this is a big job but separated cycle lanes will need to be created to improve the cycle safety.
Support	Should be 'wands' to aid separation, wherever sufficient space. Junctions need more attention, including more spacial separation of cyclists from vehicles. Time separation too where possible, eg where there are lights, cyclists should get green light ahead of vehicles.
Support	Some roads eg st clements will also need pavement to be re done to be safer
Support	Sounds like a great idea for cyclists and the environment, but please be mindful of people who may not be able to afford to move their cars off the street. A plan to subsidize off-road parking for people who need it should be in place, and financial penalties shouldn't be introduced. Well-off people will shrug their shoulders and pay the fine, but these kinds of developments often affect the less well-off in a significantly more negative way. Also, give the people whose parking spaces will be disrupted as much notice as possible, and don't leave anyone out! So much of the LTN anger/frustration seems to be because the people who were affected most negatively weren't consulted, whereas the people who would be positively impacted (like myself) were.
Support	Sounds like a great proposal. I think the reduction of the speed limit is a good idea but needs to be enforced. Currently there is so much speeding traffic up and down the Cowley Rd with the current speed limits that unless the new speed limits are actually enforced, they won't make any difference. I always want to cycle where and when I can but the main blocker for me is the safety aspect, especially when I have my daughter with me.
Support	Sounds like much will just be painted lines or images of bikes. Main issue for cycle safety is actually aggressive drivers, or cycle routes that truncate abruptly or weave in and out of cars, which this

	doesn't sound like it will help. This sounds like what we already have and while I'd like more and safer cycling, I don't think this plan goes nearly far enough to deal with the issue of incredibly unsafe driving and parking.
Support	Speed is not the most important factor here, it is safety so we need to prioritise pedestrians and cyclists over motor vehicles and, where possible, (eg NCR5) make non main road routes safer.
Support	Step in the right direction, especially the removal of on-street parking next to painted lanes, for example Warneford Lane where the paint is hugely counter-productive.
Support	Strongly support removal of car parking spaces and extension of 20mph zones, but concerned that they won't be enforced. Currently there seems to be very little parking enforcement (especially for pavement parking) and absolutely NO speed limit enforcement in the areas that are already 20mph, so they have little effect and remain dangerous and hostile for cycling. On minor side streets 20mph is still too fast. Would need 10mph there to feel safe cycling with children. Besides Warneford Lane/Morrell Avenue, one of the best elements of the plans for me is the new parallel zebra crossing on Cowley Road by Marsh Lane. This is a huge improvement and provides a much better link between Temple Cowley and Florence Park. The LTNs are great, but the links between them are poor so that people can't move between them easily. This remains a major barrier to cycling easily between areas and means we don't derive as much modal shift from the LTNs as we could. We need more parallel crossings like this one, please! The new 1.2m traffic islands on Between Towns Road by Rymers Lane are an improvement, but disappointed there's no new ped/cycle crossing provision at the top of Church Hill Road or to the West of the Barns Road mini-roundabout -- again, to realise maximum benefits of the Florence Park/Church Cowley LTNs. There's a long section without any further crossing possibilities at all until the junction with Oxford Road/Garsington Road.
Support	Strongly support these proposals - they will facilitate more cycle journeys (e.g. between city centre and residential areas) for shopping, work, and leisure purposes
Support	Strongly support ways to increase cycling in Oxford
Support	Strongly support! Please please please maximise safe, segregated cycle lanes - paint doesn't protect my children! Thank you for prioritising safe cycling over car parking, it really is time for a better balance.
Support	Strongly support. To see an increase in active travel more space needs to be given to it. Painted lanes (esp. broken lines) do not help cyclists, only encourage close passing. Congestion and pollution will not improve without people leaving their cars at home.
Support	Supportive of quickways as long as residential parking in between Iffley Road and Cowley Road is appropriately managed. CPZs in the area are already very full during term time. If these zones are to accommodate more cars from Iffley / Cowley roads then more will need to be done to discourage students from bringing cars to Oxford, and more should be done to discourage use of second cars.
Support	Tackling the very high traffic levels in the UK is essential if we want to avert catastrophic climate change, have breathable air and allow those who can't drive to move around safely.
Support	Take a look at the Netherlands and Copenhagen for examples or real cycling provision.
Support	Thank you
Support	Thank you for all your work towards making this happen!
Support	Thank you for organising this!! Much appreciated!
Support	Thank you for proposing this. It looks like a fabulous scheme and will make it quicker, easier and safer to cycle in Oxford. Often when I am walking or cycling in Oxford (and even sometimes when driving) I can smell the pollution from stationary traffic, and it is unpleasant. This scheme can make a difference. I support the reduction in on street parking for the streets. I don't mind walking or cycling a small distance to get to the shops I want to use, and once the mindset is challenged neither will motorists (as long as disabled parking stays, for those who need it). Maybe very-short-duration free parking (15 mins max) could help peopple visiting local shops. Cycling is the future of Oxford, especially with its narrow streets and existing love of cycling. Together with the LTNs, this will make Oxford safer and more pleasant to get around. Please consider making public transport more accessible, frequent and cheaper, to encourage further uptake. Please consider joining up the quickways and quietways wherever possible - this will work much better as a network. Please put in kerbs wherever possible to segregate motor traffic from cycle traffic (Copenhagen, London, Amsterdam and Christchurch (NZ) do this well). Please consider painting the cycle lanes a different colour wherever possible, this makes them much more obvious; traffic and pedestrians are less likely to stray in accidentally if the lanes are a different colour. Thanks again, hope it goes ahead.

Support	Thank you very much for undertaking this project. I really appreciate it!
Support	Thank you, I do hope the cycleways are approved!
Support	Thank you, this scheme is a positive and necessary step to making cycling safer and the preferred means of transport in Oxford. I would encourage the council to consider two further points: first, the condition of the road surface, particularly the tarmac/ gutter interface and potholes, which can be very hazardous and disconcerting, and second, how cargo bikes (commercial and private) will integrate with regular bikes in this scheme. I fully support the use of cargo bikes, especially as away to reduce van traffic in the city, but some of them are easily a metre wide and their impact should be considered in the scheme's design.
Support	Thank you. Separation by a small kerb / cycle path along half of current pavement appears perfectly possible on the Banbury road for at least some of the stretch. I know many nervous cyclists and parents of children who'd be much more likely to cycle and let their kids cycle, if there was actual separation from the traffic. The pavements are very wide and under used by pedestrians on the Banbury road. Can these not be split into cycle/ pedestrian ways, so people don't have to share their lane with buses etc?
Support	Thanks for your efforts to improve our environment in Oxford
Support	The air pollution, mainly by buses, is TERRIBLE. This literally kills people and needs to STOP. The buses don't use theie electric capabilities. The main arteries of Oxford stink of pollution and are udamagin the health of us and our children. STOP IT, WE HAVE A RIGHT TO CLEAN AIR
Support	The Banbury road and Woodstock road routes don't go far enough. Otherwise, categorically, making it safer and more continuous to cycle will encourage more people into active travel. I have been hit to the ground by vehicles 4 times! All while supposedly on a cycle route which was not good enough or not continuous and did not protect the cyclist or give any priority to someone on a bicycle versus someone in a vehicle.
Support	The braver you are with the changes the quicker you will see the needed effect. Make the buses free, close the city centre to cars
Support	The centre of Oxford should essentially be car free (other than electric, residents and deliveries)
Support	The changes to Donnington Bridge and Iffley Roads (and others) will make it safer for a lot of club members to travel to our site on Meadow Lane. We have 25 cycle hoops (so about 50 racks) and these are usually completely filled on a Saturday morning. Some junior members also cycle to the club on their own so anything that makes it easier and safer to do so is a plus for us. The double yellow lines in cycle paths + 20 mph speed limit are all part of this so we support these proposals. One thing that will need to be sorted out is the future of our car park (we lease the land from the city council and have been in a long series of ongoing negotiations about the car park). This is just off Donnington Bridge Road (just before the bridge on the east side) and has marked spaces for about 45 cars, though you can squeeze in a few more than this. There is currently a small amount of residential parking happening (would estimate about 5-8 cars are there overnight). There is also a fair amount of commuter traffic as people have worked out that it's a free car park inside the ring road, to the tune of about 20 a day. It is also used for casual (non-club) river access for fishermen and dog walking etc. With the proposed changes on Donnington Bridge Road (which we do support) there will be pressure for residents of that road for parking, and it is pretty likely a lot of that will end up in "our" car park. The City and County councils will need to decide what to do about this site - do you want this to be used as solely overspill residential parking or for club member use (or both)? It is currently free and unrestricted, should it remain so? Our car park usage is pretty predictable (i.e. weekend mornings, weekday evenings) so some mixed use thing could well work, but it does need to be worked out. The person at the club who knows most about the car park situation + past negotiations is Nick Barnett: falconnickb@gmail.com Sorry for the wall of text!
Support	The Council need to implement a proper scheme and not just paint a few pictures on the road. Donnington Bridge is by far the safest cycle lane (apart from the horse dung that is allowed to be left there) As a cyclist I feel worried for my safety on most of my route to The Warneford. Cars speed up and down Morrell Avenue. The New electric scooters are an accident / death waiting to happen.
Support	The council needs to go further to prioritise public and sustainable travel over private motor vehicles. Cycling is currently dangerous and it is shocking how many injuries and deaths there are on Oxford's roads. It is also shocking that buses are held up in traffic jams with private cars. There needs to be a clear prioritisation in all road decision making in the following order 1) pedestrians 2) buses 3) cyclists 4) commercial vehicles 5) private cars.

Support	The Cowley Road section from the Plain to Divinity Road will barely change from its current layout. It is, however, rebranded a quickway. I think there needs to be much more drastic action for this route to deserve the name. It is frequently at a standstill during peak travel times when going by bike is anything but quick. The only meaningful change would be to restrict private vehicles on Cowley Road to reduce traffic. There are very welcome changes to the rest of Cowley road and on to Oxford Rd. Getting rid of on-street parking to create space for cycle lanes is great thinking. Likewise making sure there is a cycle lane as it kicks uphill. The junction from Oxford road onto Between Towns Road is not changing due to a lack of space for cycling infrastructure. I think this is frustratingly old school thinking, why is it that cycling lanes tend to disappear when there are pinch points with motorists? This is exactly when cycling lanes are needed most. The solution at this junction would be to have a single lane for cars rather than it expanding to two lanes, which means a dedicated cycle lane would then be possible. You should be trying to discourage motorists not making it easier and quicker for them. If you really want to revolutionise cycling in this city then you need to prioritise bikes at ALL times.
Support	The crossroads of St Clements and Marston Road is currently very bad for cycling from the plane to Marston. The cycle lane goes onto the pavement and at the stoplight the cyclist waits alongside the cars but it is not very clear, nor safe, to join the carryway when the stoplight is green to turn left to Marston Road. From the drawings it doesn't look like this has been sorted/changed.
Support	The cycle lanes should be segregated. Abingdon Road has to be included
Support	The cycle superhighways in London are very effective - well marked and a quick (and scenic) way to get round the city. A similar scheme in Oxford would be great, esp. alongside a state-run bike hire scheme. Please also consider making Iffley and Cowley Roads one way (with a lane for buses and bikes going the other direction) as this would really help.
Support	The death of the 32-year old in Headington at the weekend shows quite how dangerous the roads are, even with painted cycleways. A segregated cycle way would be much less likely to have killed, and more likely to give people confidence to cycle.
Support	The idea and principles behind them are solid and necessary: much of the implementation is long overdue. But there is too much reliance on paint as a safety feature (spoiler: it isn't) and not enough on separating motor vehicles and cyclists. Junctions and pinch points seem to remain conflict areas and not welcoming to the unconfident cyclist. The lowering of the speed limit to 20mph is possibly the most important general feature but it must have enforcement, otherwise it is rendered useless. Likewise with the removal of parking areas - grreat and necssary idea but needs enforcement for the inevitable van 'just being a minute' that make s the cyclist veer out into the motor traffic.
Support	The main barrier to me not cycling more is safety. I think dedicated off-road cycle lanes would encourage more people to swap the car for a bike.
Support	The Marston cycle path past University Parks should also be renovated to make it safer for both cyclists and pedestrians.
Support	The minimum width of 1.5 m for cyclists travelling at up to 20 mph is dangerously narrow. Hopefully sections this narrow will be rare, otherwise cyclists may get a false sense of security.
Support	The more continuously connected they are the more effective they will be - small stretches of cycle routes that end suddenly are almost pointless. One thing I really like about the proposals is the potential for improved safety - it's dangerous having to balance narrowly between traffic and opening doors from parked cars, and it's also dangerous where cycle lanes stop abruptly for parked cars forcing you to swerve into the traffic, as it currently is on ifffley road just past the donnington bridge traffic lights. I'd absolutely love to be able to use cowley road to commute by bike and it's currently the most difficult to bike on quickly and safely due to congestion and lack of deviated cycle lanes, but the road is already far too narrow for traffic so I don't know if it's possible.
Support	The most dangerous places for cyclists are always the junctions. It would be good to see the big crossroads in Headington improved with advance cycle timing and/or segragated cycle lanes. The London road / Headley way, London Road/ Windmill Road, Windmill Road / Old road, Old road / Churchill drive and Old Road / Gipsy lane junctions are all very tricky for cyclists. Also where there are pedestrian / cycle signal crossings they are often on very slow timings so cycles + pedestrians have to wait a very long time to cross while huge amounts of motor traffic pass through.
Support	The most important thing is to keep cars out of the cycle lanes. Drivers will routinely drive through cycle lanes and park across them unless they are _physically prevented_ from doing so (traffic/parking laws are enforced so rarely as to be meaningless) -- so any routes which are intended for cycling need to be physically segregated from motor traffic (e.g. with wands). Infrastructure which consists only of paint is at best worthless and at worst actively harmful.

Support	The most important thing to me is the safety of my young children on the roads, and I would like to encourage them to cycle to school and for us to cycle instead of use the car in general, but if it isn't safe for them to do so then we will either use the pavements (not ideal) or drive. I currently tow them in a trailer, but they are nearly ready to cycle themselves.
Support	The north most part of Marston Road between the old marston road and Cherwell drive should be a 20mph zone, as entering the traffic flow from off street parking is dangerous and difficult, especially from the western side of the road where the driveways slope downwards and there is restricted viewing due to off street parking. The breaks in the verge in the centre of the Marston Road should remain in place as without the ability to perform a U-turn, drivers will be forced to add to the congestion at the Cherwell drive intersection, and increase traffic flow to Old Marston road/Oxford road, which is already a rat-run, and which buses have problems navigating.
Support	The optimal bike lanes that drivers can choose to drive into, along with no central markings are a terrible idea. It gives mixed messages to the driver and a false sense of security to the cyclist.
Support	The other cycle routes I selected are similarly important to us
Support	The parking should be removed from BOTH sides of church Cowley Road to allow for the separated cycle lane in both directions. The plan leaves a dangerous stretch on the road for cyclists from Rose Hill/Iffley approaching Cowley Centre.
Support	The plans do not address the important route between St Clements and central Headington (via Headington/London Roads). This is the route that would most interest me as a cyclist who frequently travels from central Headington to the centre of Oxford. Headington Hill in particular is a nasty cycle ride.
Support	The plans don't go far enough. There are constraints on road area but where there is large areas of pavement / verge (eg. Manzil way park or on Marston road) some of this could be used to provide wider segregated cycle lanes that could much better link up cycle routes that already exist. This would be of benefit to commuters and to families with young children, who otherwise might feel that there only option is to take a car as it is not safe to cycle when they need to mix so closely with cars and other traffic. If at all possible please be more ambitious in making this a reality in one action rather than as a piecemeal program which is not effective.
Support	The potholes on the roads in Oxford (e.g. Banbury Road) are REALLY terrible, and are very, very dangerous for cyclists. All of these plans only makes sense if the roads are maintained properly.
Support	The proposals do not go far enough.
Support	The proposals don't go far enough but are a definite and welcome step in the right direction. Fully segregated cycle lanes must be the aim. As an immediate measure, a speed limit of 20mph everywhere within the city is essential for road safety, particularly for pedestrians and cyclists. The Police must actively and visibly enforce speed limits, and prosecute dangerous and careless driving, of which there is far too much in Oxford and surrounding areas, which is scary and intimidating for cyclists.
Support	The proposed quickways offer nothing new. These proposals do not go far enough to improve the safety of cyclists who will still have to share the road space with motor vehicles. I have read the new government guidance on improving cycle infrastructure and visited London where there are great examples of segregated cycle lanes. I have also they seen examples of best practice in the Netherlands on the youtube channel "Not just Bikes" It would be a missed opportunity to really make a difference if the designers of these schemes didn't review their proposals against these designs and come up with some genuine improvements to Oxfords cycle infrastructure rather than just cosmetic changes
Support	The provision of better safer cycle routes, the reduction/removal of on street parking, reduction of traffic speeds are all long overdue and are essential to meet carbon neutral targets.
Support	The quicker Oxford can adopt the best examples from Amsterdam, Ghent, Strasbourg and Copenhagen the more lives we can save, the more we can reduce childhood asthma, and the healthier, more stress free lives we can lead. Motorists who really need to drive, as opposed to those making short journeys within the city, will also benefit from the reduction in traffic. We do need to address the city's housing shortage by building upwards (to five or six stories) on brownfield sites, making letting rooms easier/more attractive, and improving public transport into the city for the many people who have to commute into it. Taxing workplace parking across the whole city (not just in the eastern arc) would be a very good way of doing this.
Support	The Quickways are not about cycling fast, but about making cycling safer and more accessible.
Support	The removal of on street parking is a must. This is the most dangerous thing. The wand orcas are a

	good start towards segregation but we need more of them. The 2 way cycle path off Iffley turn won't work unless there are safe places fro cyclists to turn right going up Iffely road towards Rose Hill... Currently there aren't. The removal of traffic on Donnington bridge is vitally important. More thought needs to be given to how cyclists will navigate from one area to the next. It is the junctions and turnings that are the places where Cyclists die. Safety not speed is the primary concern for cyclists
Support	The road surfaces in Oxfordshire are terrible they need to be addressed as part of the cycle ways. The potholes are so bad they damage wheels and throw people off bikes . I travel all over the country and Oxfordshire road conditions are the worst I have experienced consistently.
Support	The tough thing here is to manage the on road parking, which is where I think you will get most opposition. Some spaces may need to be created on nearby roads.
Support	The traffic on Oxford roads is bad and has gotten worse since the pandemic. It should be a great biking city. There are many bikers now! But it is scary sometimes to be out there on a bike. I would also like for you to require bus drivers and taxi drivers to take safety courses specifically about dealing with bike traffic.
Support	There also need to be many more and better designed cycle racks in central Oxford to allow us to park and lock our bikes safely and conveniently, preferably under video surveillance, to counter bike thefts.
Support	There are many wide pavements that could be used for cycling and are not. There is confusion of cycle tracks along the Cowley Road going out to Lidl's. It isn't safe or easy to understand. Cars parking makes it very narrow for cyclists. This changes will make a big difference and encourage more cycling. Thank you!
Support	There are several streets in Oxford, of which morel Avenue is one, where there is a huge mount of potential protected cycle route space. Conversely warneford Lane is a safety nightmare and such designs should not be used (parked cars with adjacent cycle lane)
Support	There have been three cyclist deaths in Oxford this year that I know of, something needs to be done to improve cycling safety before more deaths occur.
Support	There is a desperate need for better safer cycling infrastructure in Oxford. If our cycle lanes were designed like they are in the Netherlands many more people will cycle and the city will be cleaner, safer and sustainable.
Support	There is going to be a lot of paint on the road - is this simply going to be implemented and then left for time, utilitiy companies and traffic to obliterate then never be repainted as with previous Cowley Road projects. Unless it can be properly maintained it is a waste of money.
Support	There is literally no point installing any cycle lane that doesn't properly segregate cyclists from motor vehicles. If anything, painting on symbols or lanes are often MORE dangerous than doing nothing.
Support	there needs to be physical separation of motor vehicles from bikes - even plastic posts in the road will do. there needs to be enforcement to stop parking in cycle lanes there needs to be a major improvement in potholes - the number one danger to cyclsts by far, and the main reason I don't cycle in the dark
Support	There seems little attention to the junctions and roundabouts which are the most dangerous locations. Several of the routes would allow movement of kerbstones to create more space for separate cycle tracks, Oxford is advertised on road signs as a cycling city but it comes nowhere near the standards supplied in Holland. The council do not appear to be giving the community the option of putting more resources into a proper cycling structure or at least explaining why this is too expensive.
Support	There should be more of them, and the council should be bolder about reducing motor traffic in Oxford.
Support	There should be PHYSICALLY separated bike lanes. There is no need to focus on width. The width is ok and this is shown by the newly marked out lanes on Magdalen bridge, made them extremely wide but still paint so the cycling experience hasn't actually changed. What would completely solve just about all issues on these roads is bike lanes set out by raised curbs and not some paint. I don't really see why the streets in question can't have a bike lane with a curb and any on-street parking on the road side to further protect cyclists from traffic with parked cars. So the street can go from left to right: Buildings, path, bike lane, parking, road, parking, bike lane, path, buildings. Island bus stops should be used where there is space also so the bike lane can go around it easily.
Support	There will be a storm of opposition to the removal of parking as there is to every proposal that inconveniences car owners. Please have the courage to do this—opponents of LTNs have insisted that they're not anti-cycling and want you to prioritise encouraging cycling rather than limiting car access, but now they will argue that these proposals aren't acceptable either. Nothing will get done unless the Council shows some courage. We desperately need safe cycling routes to move people out of their

	cars. These aren't good enough (they're still not safe enough to feel comfortable taking children on them, and they don't appear to do anything about the hellish stretch between the Magdalen Bridge and the High Street, which effectively cuts unconfident cyclists off from the city). But they're a start.
Support	There would be no need for a Banbury Road quickway if the existing North Oxford cycle route was improved up to the proposed standard. At present there is a critical bottleneck at the connection to Lonsdale Road where widening (presumably by compulsory purchase) is essential.
Support	These are a fantastic idea. Wherever possbile please segregate bikes from cars. I am also very much in favour of removing parking along Warneford Lane. This will discourage Brookes students from parking here / and from running a car in Oxford. Students are normally amongst the groups least in need of motor transport. I am so glad things finally seem to be moving in the right direction! Please implement as soon as possible. There is no longer any time to waste.
Support	These are an essential first step towards making cycling in Oxford safer. I don't care at all about speed - I just want to be safer. This can only be done by a) separating cycle traffic from motor vehicles, and b) reducing the number of motor vehicles in the city.
Support	These are essential for the safety and wellbeing of the Oxford population. It is wrong that they have not been implemented a long time ago. How parking for a handful of cars can be prioritised over the safety of a large number of cyclists using a route is disturbing.
Support	these are welcome proposals but it's key that cycle lanes are not paint only - the use of wands at a minimum to separate from motor vehicles should be extended throughout. The Magdalen bridge experience shows paint only lanes will not be respected during heavy traffic periods. Preferable that quickways provide safe access to schools in particular to support active travel on the school runs. At present cycle lane on Marston Rd stops shortly before primary school, driving small children into the road if they want to do the school run as a family by bike
Support	These look like modest proposals which are positive in terms of active travel, but I would like to see much more radical action to reduce traffic in Oxford as quickly as possible.
Support	These plans are ok as a first step but don't go far enough. A painted line offers no protection to cyclists, especially if they disappear at crucial points Current enforcement of double-yellow lines is awful and will need to be better
Support	These proposals are a step in the right direction, but they don't go anywhere near far enough. They're not proper cycling infrastructure — the proposals almost entirely consist of paint on tarmac. And white lines don't save lives (like the one lost yesterday in Headington). To make matters worse, these proposals seem to ignore LTN1/20 by making most cycle lanes less than 2m wide. Whenever someone claims that there is "no space", what they really mean is: "we choose to prioritise cars". That's what happened in Access to Headington, and what is now happening on the Botley Road. There is plenty of space; we just choose to allocate it to cars. As a result, these proposals are not going to transform Oxford in the slightest. The strategic leadership decision many European (Dutch, Danish, German, Belgian) towns made in the 1970-80s was: make sure children can cycle to school safely on their own. By doing that, they created a generation of cyclists: people who use bikes for the vast majority of their movements. It's an investment that paid off 30-40 years later. No one would send their child cycling to school on the infrastructure that is proposed in this plan. Rule of thumb: if it can't be used by a 6yo, it's not good enough. Although it's a step in the right direction, this is not good enough.
Support	These proposals are very welcome and generally will be a big improvement, though currently limited in scope and inadequate in places for obvious funding and other limitations. The Warneford Lane changes are particularly welcome (and long overdue); the lack of any real changes to Cowley Road is disappointing. Both roads would benefit from bus gates (and on Warneford Road the absence of through traffic would have the advantage of allowing some parking places on Warneford Lane and Morrell Avenue). St Clements (London Place): the on pavement cycle path leading to Marston Road is currently not fit for purpose (confusing give way marking/traffic light pole in middle of path/no indication of how to rejoin carriageway) but there doesn't appear to be any changes shown. On the westbound route, the proposed dropped kerb to the off-road cycle route to Morrell Avenue requires a sharp left turn, it should be extended eastwards to be in line with the curve from the on road route to the line of the off road route. For cycles turning right into Morrell Avenue a cycle symbol in the middle of the carriageway just east of Rectory Road would help indicate that cyclists will need to use the main traffic lane when turning right. Morrell Avenue: The uphill cycle lane is welcome but I'm concerned that the removal of parking may increase speeds. Parked cars also help when turning right (e.g. into Parsons Place), as following vehicles are forced to wait rather than squeeze past (or think they should be able to - and motorists may behave more aggressively towards cyclists who have moved out read to

	make a right turn). Cycle symbols in the main carriage where right hand turns are made might help. There is no reason why cycles turning left at the bottom of Morrell Avenue should not be able to to filter (giving way to traffic coming from the right-Headington Road direction). There are often long waits at the lights when it would be possible (with no traffic coming from the right). The existing left turn cycle lane into Cross Street is poorly maintained/marked and could be improved. The left turn lane into Divinity Road from the roundabout is not clearly marked and often not noticed by pedestrians. Marston Road. The loss of the dedicated right turn lanes is regrettable, as they are a great benefit to cyclists. E.g Edgeway Road, which is easier to turn into and better to use to get to the Parks cycle path than the narrower Ferry Road (where there isn't room for cars and cycles to pass).
Support	These proposals are welcome, but they're only a start. They're a poor substitute for high quality, safe, continuous, low-friction bike infrastructure.
Support	These quickways are paint only and most of the proposed cycle lanes are the dashed "optional" type. My experience as a cyclist in Oxford is even the solid "compulsary" cycle lanes are ignored by drivers. Unless there are barriers to prevent vehicles driving in them these will make no substantial change and are a waste of money. Cowley road has had paint bike symbols for years, the number of cyclist accidents and deaths makes it clear that is is insufficient at best and dangerous at worst. The quickways project is either insufficient or dangerous.
Support	These roads are too unsafe and I have seen so many near accidents that have put me off cycling. I used to cycle everyday but after my accident, I have not been able to jump on the bike anymore. I row at City of Oxford and now I have to walk back from training in the dark, on my own, because it is too dangerous to drive to the club at 6 pm. It is also dangerous to walk back home in the dark on my own but I feel safer than cycling.
Support	These routes mostly look like putting some white paint on the road to make people feel better. Anybody who he cycled will know these are useless. The junctions are completely ignored with cyclists dumped up the inside of cars. Need proper segregated cycle lanes not just some paint to make the council feel like they are doing something
Support	These will really improve my quality of life, and encourage people to cycle: this is better for the environment, and for ease of getting around in Oxford.
Support	They are a good idea. Please build them.
Support	They are a good start. I am especially pleased that some of the on-street parking on Cowley Road will be removed as it is very hard to cycle when cars/buses take up most of the space, but paint does not make cycling safer. Cycle lanes separated from traffic with wands actually make cycling safer. Also these plans don't really address unsafe intersections such as the Plain. I am very supportive of any changes to make cycling easier and safer though so please PLEASE go ahead with these plans and don't bow to the loud car drivers who will be slightly inconvenienced for a few weeks while the changes bed in.
Support	They are better than nothing, but really, should be proper protected and separated lanes, especially where there's plenty of room like Morell
Support	They are fabulous initiative! We need more active transport policies in Oxford, as it's a major city famous for its cycles (thanks to the university students). Also, reducing carbon emissions and staying in line with overall objectives to ease climate change starts here, with us.
Support	They are not perfect, but are a significant improvement on what we currently have. Please continue to be bold and brave in implementing traffic reduction measures.
Support	They can't come soon enough for me. I really, really hope that they can be implemented in addition to the East Oxford LTN.
Support	They have to be suitable for cyclists and safe - so no roadsweepers throwing debris onto the cycle path, no cycle paths abruptly ending or going around trees / street furniture, good quality smooth tarmac, no slippery white lines (they're slippy when wet btw). Until ordinary people (i.e. not keen cyclists) feel safe cycling amongst traffic, they will stay in their cars. Myself, I only got out of my car when you were doing the green road roundabout and travelling to Wheatley by bike was quicker than by car. I sold my car soon afterwards. Ordinary people will not feel safe until the cycle paths are properly segregated from the road.
Support	They need to accommodate cyclists who need more safety (such as children and older people), not just to go faster or be able to travel with fewer interruptions. So a real focus on segregated cycle lanes for example.
Support	They seem like an excellent idea. We all need to get out of our cars if we can. We cannot keep living this life of luxury if the World is going to survive. We need to act now. I drive a car and a van and need

	to get rid of both of them and change my lifestyle to suit — there is no excuse. Thank you Oxfordshire for suggesting these plans and I hope they go through.
Support	They sound fantastic. Please build them!!!
Support	They will save lives (reduce pollution, more active citizens, fewer cyclists being hit). Please do it and do more.
Support	They're better than nothing but have to be part of a broader package which doesn't feel like it's happening. Stop delaying LTN rollout, fix potholes which affect cyclists rather than a car-based threshold, install grade separation where it is possible, don't treat a bit of paint as a cycle lane (e.g. in Witney), restore the Jericho modal filter, and work with TVP to clamp down on the single biggest barrier to cycling - theft! (e.g. by using GPS-tracked 'bait bikes').
Support	This is a brilliant plan. PLease make it happen!
Support	This is a fantastic idea - I really hope the quickway for Cowley and Iffley Rds is implemented. This would be a huge bonus for residents improving safety, and then the health not only of cyclists but everyone who lives here. I love living in a city where such proposals are actively encouraged.
Support	This is a fantastic proposal in my opinion, and a strong move in the right the direction. It is important for us as a society to reduce our reliance on fossil fuel powered vehicles, to combat climate change and improve local air quality.
Support	This is a great initiative! I don't cycle as much as I would like because of safety concerns , this initiative would allow me to cycle everyday ! And I would feel much less axioms about my daughter cycling too in these currently busy roads ! I look forward to this !
Support	This is a no-brainer and long overdue. Before LTNs were installed in East Oxford, improving the abilities to actively commute on the arterial routes should have been a main priority. I frequently find myself sat on my bike stuck in traffic on Cowley road because the street is too narrow to accommodate vehicles and bikes. Worse still, anyone wanting/ needing to travel on buses it can take 40-60 mins to get in to town. This is unfair and the city and county council should be doing more to improve accessibility to the more deprived communities (I note there isn't this problem in Summertown, Jericho, etc). Another suggestion, why not make Iffley road and Cowley road one way (one inbound and one outbound). This would open half the street to active forms of transport and allow traffic to circulate.
Support	This is an amazing proposal and is essential to make cycling more accessible for everyone by making it safer, easier and more appealing. There is a serious need to reduce motor traffic on Oxford roads to make streets safer and more enjoyable for everyone. It will be amazing to see these and many more properly constructed cycling routes in the city.
Support	This is an opportunity for segregated cycle lanes along the main roads. I do not want to see this money spent on painted cycleways. I particularly support better lanes on Iffley and Cowley Roads where cycling currently feels very dangerous. I think the LTNs provide the opportunity to create quietways as short diversions, e.g. away from Church Cowley Road.
Support	This is badly needed. Current provision is too easy for drivers to ignore / override.
Support	This is exactly the sort of project that the city should be undertaking, to make life healthier and safer for residents and to tackle the climate crisis - thank you for proposing this!
Support	This is my street. It is extremely dangerous for cyclists - motorcyclists and drivers speed constantly. I cycle multiple times every day. With my children. If the speed limit is not more forcefully imposed, this quickway will just promote more speeding. We only have a light up 20mph sign and a few repeaters. The zebra crossing has made no difference. Someone is going to die on this busy road - unless you add more signage. Written large on the road. And an average speed check or a camera. Or something similarly effective. This quickway will encourage more cars and also more speeding. And more cars will make our street more polluted. What traffic calming measures are you implementing? I mean to campaign against this quickway if not enough is being done to restrict the number of cars and prevent speeding. Please inform the Morrell Avenue residents of the plans.
Support	This is not just about having wider cycle lanes. At the moment we have a few narrow and poorly marked cycle lanes along Iffley Road but: a) They are often ignored with cars stopping on/parking on them so that cyclists are forced into traffic b) the cars parked along Iffley Road mean that during rush hour it is impossible for cyclists. They have to stop and move at car speed (traffic jams) breathing in toxic exhaust fumes or go into the face of oncoming traffic. Remove all parking along the iffley Road. c) the road condition is such that it is dangerous for cyclists (potholes reported but inadequately repaired eg near the bus stop by Greyfriars church where the road surface is so uneven it is dangerous for

	cyclists). If this is going to be done it has to be done properly - cycle lanes properly marked, cycle lanes that don't suddenly end, road surfaces improved, fewer cars parked along major cycle routes. If it isn't done properly it just won't work and all efforts will be wasted.
Support	This is well overdue and very very welcome
Support	This looks excellent. For us the Quickways are important because we want to buy a cargo bike instead of using the car for transporting children. One of the major things not listed is that with a larger bike with kids in the front, it's much better to have Quickways than be going in and out of cars. I think that's transformative for us because it means we can commit to a large cargo bike purchase and avoid the car for many trips. Without the quick ways I'm happy on the roads as a lone adult cyclist, but not with kids in the bike.
Support	This proposal will only work if done in collaboration with other traffic management schemes in Oxford.
Support	This seems a hasty plan.
Support	This should have been done years ago. Better late than never! My family and I strongly support the proposal.
Support	This sounds like a good start but what's really needed is a physical separation between cars and the cycle lane. Has turning some roads into one-way streets and replacing the second lane with properly segregated cycle lanes been considered?
Support	This survey is limited in scope, as are the proposals. They need to be seen as a temporary 'sticking plaster' before effective cycling infrastructure can be funded and built. My chosen mode of transport in the City is always a bicycle, but I welcome measures to improve safety for all. People who could easily cycle tell me they don't think it is safe. I am concerned that the removal of parking spaces will cause a huge amount of hostility and that, if permits are issued to people who normally park on the proposed quickways, the adjoining streets will become even more congested with parked vehicles (I live just off Iffley Road). I cannot see a solution to this. I welcome the "elephants' feet" that have been painted on the junction south of Summertown and also at Botley Road, but painted lines are not the only solution, just the start. Along with other measures, including Connecting Oxford, the County need to stop pussyfooting around regarding the proposed LTNs which were postponed this year. Safe cycling in Oxford cannot become a reality until more vehicles are discouraged from entering the city and crossing via residential streets, and 20mph limits should help. I support these throughout the City, in order to prevent driver confusion. We all know that there needs to be radical change in the future, to restrict vehicles and encourage Active Travel. We just need to get on with it.
Support	This would really make my commute much safer and easier and absolutely needs to be done. People don’t cycle to my work (located cowley ring road) from oxford centre because it is too dangerous/hard/time consuming
Support	Those opposing more cycling infrastructure are far more likely to respond. Car drivers will be over represented in the responses to this survey. Please don’t allow that to skew the results. We need to start prioritising other road users and pedestrians who currently have a miserable time trying to navigate Oxford.
Support	Those Orca posts, dangerous, they are just something to crash into. Seriously, who thinks putting posts in the middle of the road is safe? The same idiots responsible for the posts in the middle of the rejigged Marston Ferry cycle path? Freedom to turn left at junctions when lights are red would help flow. e.g. turning left from Between Towns Road onto Cowley Road. Access to Headington is dreadful, confused, total waste of money. Doesn't make cycling any better. So, I'm not holding my breath in this being anything more than a profit generating exercise for Skanska.
Support	To expand on my previous comment, I do think that better cycling facilities are good, and especially linking up cycle routes around the city so you're not left stranded when one route ends. For context, I cycle from Abingdon to Oxford about 3 times a week, and I drive maybe twice a week. I really appreciate the cycle path through Kennington and along the river, which is truly excellent. Fundamentally though I think there is only so much you can do to encourage more cycling. For me, for example, I simply don't have the energy or time to make 5 2-hour cycle trips every week (there and back again); I'm lucky that my current work is flexible, because previously my work hours would not have allowed me to cycle such a long route and still take my children to school (even with before and after school club), and of course in the pouring rain such a cycle is very unattractive. Simply punishing motorists by making car routes even more narrow and unattractive isn't going to solve the pollution problem - I drive on the days I have to drive because there is literally no alternative - no one else to pick my children up, no way I can finish my work on time, impossible to take the bus because again I can't get home/to work on time around school times - plus the bus is significantly more expensive than

	driving. In all the proposals the council makes in general about the climate emergency, there has to be a recognition of this and a push towards actual solutions (say, great and cheap public transport), not just punishment.
Support	Traffic in oxford is terrible. Too many load noisy cars. Hugely welcome Council's efforts to address this - and make the city safer (in terms of air we breathe) for my children.
Support	Urgent need to reduce space given to modes of transport detrimental to planet and human health, and instead prioritise active transport options, e-bikes and scooters.
Support	Very pleased to see this initiative. But I would like it to go further, for example for the cycle routes on the Woodstock road to be continued into town, and for cycle lanes to be introduced on Walton Street, even if it meant Walton Street had to be closed to traffic or one way.
Support	Very supportive of safe quick cycle route from Iffley Road to Marston Road to link up with the Marston cycle path. This is the only potential safe way into town with children unless the Magdalen Bridge traffic lights / Longwall / High street are improved - currently far too dangerous with children. Imagine someone with children cycling to e.g. the Pitt Rivers Museum from East Oxford and their route choice - there is currently no option apart from going via High Street (extremely dangerous), the Plain (dangerous) or cutting through multiple side streets via Cowley Road, Morrell Avenue, St Clements and finally Marston Road before joining the cycle path by University Parks (far too slow and crosses many major roads).
Support	We also need urgently to improve public transport for those who can't cycle. Buses in the city should have a low standard fare (20p?) like in some towns on the continent. A responsive bus service (like PickMeUp) and/or more community transport would be good, so that all can be served. We need to speed up the introduction of a WPL across the city.
Support	We currently offer limited subsidised bikeabilty training to staff which has encouraged more cycling but making this available to others would be great. Our deliveries are often from bicycle based delivery companies so quickways would help our business.
Support	We have a strong cycling tradition in Oxford and the quickways would help us to build on this. Given the current level of cycling, it is a sure bet that these routes will be used.
Support	We need a culture change away from cars in town centre: there's too much congestion, pollution and accidents.
Support	We need more cycleways that encourage less-confident cyclists to cycle
Support	We need more segregated cycle lanes, not shared with pedestrians, not shared with cars. Cars are very impatient when coming across cyclists and so I don't feel safe enough to cycle along any of the roads suggested as quickways, with the exception of Donnington bridge - where there is a segregated cycle lane. We need either to drastically reduce the number of cars travelling along these roads, or give bikes separate lanes to reduce the number of accidents and unsafe encounters with moving traffic.
Support	We need sEGREGATED cycle ways to encourage people to cycle. It must be safe and be perceived as safe to cycle.
Support	We need such a cycle quickway under the railway station bridge and on Botley Rd. where cycling feels very dangerous, especially after the dangerous narrowing of the road over the Osney bridge.
Support	We need to do this as a cycle city and other cities will follow. It will have huge use.
Support	We need 'wands' that separate bikes from cars
Support	We urgently need to deter people from driving into Oxford and this proposal will encourage more people to cycle more often
Support	Well done to the County Council for taking this excellent initiative.
Support	When a bus stop interrupts a cycle lane, the cycle lane needs to widen out to help cyclists overtake a parked bus and encourage motorists to give bicycles travelling on the inside lane priority in moving out. Parking bays in shopping zones like Cowley Road and Marston Road encourage car use, particularly by locals. I would therefore like to see them redesigned only for loading and Blue Badge holders but with specific marked bays also for use by cargo bikes and bikes with child trailers. Marston Road Plans: New side road entry treatment for William Street, Ferry road, Edgeway Road, Haberton Mead seaks to fix a non-existant problem. The proposed raised & ramped platforms are actually more trecherous for cyclists (essentially creating a reverse camber) and the set-back makes it impossible for car drivers to safely observe the main road they are entering. Whilst it seeks to give priority to pedestrians it's net effect is increased danger to other road users. A reduced speed limit of 20mph would be welcome from south of Old Marston Road junction up to Cherwell Drive due to busy junctions and the lack of a proposed dedicated north-bound cycle lane. The road is marked over 4m

	wide here so there is room for a continuous north-bound cycle lane up to Cherwell Drive. St Clements Street: The dashed, curved cycle lane - leaving the end of Marston Road for entering St Clements Street onto the south-west lane - needs to link directly up with dropped curve of the short-cut bike lane linking directly to Morrell Avenue. Donnington Bridge & Weirs Lane: The improvements are welcome, particularly by the removal of on-street parking. However, when cycling east-bound the cycle lane stops shortly after Meadow Lane. A continuous cycle lane is needed on the side of Weirs Lane linking through to Abingdon Road; hopefully this will be provided by a later scheme.
Support	When I cycle to work up Headington Hill, there are cars and motorbikes that whizz up beside me at more than 30mph. Also all the greenery hanging over the cycle lane pushes me out of the cycle lane to avoid being snared by thorny branches
Support	While I welcome the proposals, they do not go far enough as safe cycling will only be possible with physically segregated cycle lanes. That said, this is a good start and hopefully segregation can be added at a later date in areas where it is not included. Nonetheless, I am thrilled to see the proposed removal of parking on both sides of Warneford Lane, and Morrell Avenue. Nearly all houses on Morrell Avenue have drives, and there is no residential housing on Wareford Lane. Indeed, some of the parking is literally free parking with no time limits and many cars are just stored there overnight. Any disabled parking provision for access to the park could be situation on the Cheney Lane side rather than the main road. As such, this public space can be better used to benefit the majority through removing the parking and creating safe cycling infrastructure which brings, health, safety and also emissions reduction benefits. I very much welcome the proposed segregation of traffic and cycles using wands on Warneford Lane. On a daily basis I risk the safety of myself and my children as I cycle on the current infrastructure. On Warneford Lane, cyclists are currently channelled into the advisory cycle lane which places them directly within the 'car door zone' and at risk from opening car doors and face close passes from vehicles who do not respect the safe overtaking distance as there is insufficient space. When I cycle a safe distance away from the parked cars I routinely (almost of a daily basis) face hostile behaviour from motorists who get too close behind me as they want to overtake, they toot their horns and attempt to push me into the advisory cycle lane within the car door opening zone. If these hostile vehicles succeed in pushing me or others into the unsafe advisory cycle lane, then they usually 'close pass' me while also tooting/ swearing and exhibiting hostile behaviour and then drive off exceeding the 20mph speed limit. If I hold my space in the only safe location in the road, the tooting from aggressive drivers is usually prolonged for the duration of the street until the traffic lights in one direction or the roundabout at the top of divinity road. It is very distressing to face this abuse for both me and my children in my cargo bike, and certainly would put off all but the most confident cyclists. At the traffic light I then frequently face verbal abuse from the drivers who have been tooting me, as they draw alongside me as I wait to turn down Roosevelt Road. I often find myself brought to tears by the aggressive behaviour - as all I am trying to do is safely cycle less than a mile from my home to my child's nursery in what in theory is a 20mph zone all the way! I would like to add, on one occasion a police officer witnessed the abuse I was facing (and my 7 year old daughter who was cycling with me) and rather than stop the driver who perpetrated the abuse, stopped me and suggested I didn't cycle as this street wasn't safe to cycle on especially with children because of the dangerous drivers. In terms of Morrell Avenue, while I am pleased with the propasals in removing the parking, I feel they don't go far enough - segregation is required between cyclists and motorists to ensure the safety of cyclists. Many cars do not respect the speed limit on this road and without segregation the safety of cyclists will not be ensured. Moreover I think the bus stops need to be floating bus stops as it is dangerous for all cyclists but especially child cyclists to have to overtake double decker buses. Ideally the bike lane would go on the inside of the bus stop and be physically segregated at these points from the road. It is also vital to note while this may be a proposed 'quickway' it is also the most direct and for some the main route to get to Cheney School, Brookes University and also the nurseries and hospital at the top of Morrell Avenue. Children as young as 7 needs to be able to safely cycle up and down this hill and only segregation will ensure that. I also fear that without physical segregation, cars will just park in the cycle lane as they do throughout the city, given the weak leve of enforcement. Moreover, steps need to be taken to ensure that the speed limit of 20mph is not exceeded by vehicles on this route. On the Cowley Road, please note that many cyclists (including children cycling to East Oxford Primary School, and Cheney School from St Mary's ward) cross over the Cowley Road from Bullingdon Road and proceed into Chapel Street (and for those continuing beyond East Oxford Primary School, then on to East Avenue to access Morrell Avenue by bike). There needs to be some roadmarkings on the Cowley Road at this cross roads to indicate this cycle crossing point so it is clearer. Moreover, similarly on the Iffley Road, many cyclists (including young children on bikes) cut across Iffley Road to access Jack Daw

	Lane and proceed down the 'quietway' of Meadow lane. It would be very useful to highlight on the road this as a cycle crossing point at the Bullingdon Rd/Iffely Road and Jack Daw Lane intersection/ cross road. On the Cowley Road, I recognise the limitations due to the width of the road but the proposals do not go far enough. Physical segregation of cycle lanes is needed for residents to cycle on this road, and floating bus stops as vehicles will continue to illegally park on along the length of this commerical area blocking the road. Furthermore all cyclists but especially children will be endangered by both cars exceeding the 20mph speed limit and from buses cutting in and out across them. On the Iffley Road I strongly welcome the removal of the parking spaces to create a safe space for cyclists adjusting the balance of this use of the public space to benefit the many rather than the few. However, I am concerned that without physical segregation of cyclists and vehicles, there will be lots of illegal parking in the bike lanes. I should add the current situation with the Iffley road is terrible - discouraging people from cycling as cyclists are squeezed between the parked cars and the congestion from vehicles. There is also no space for them to currently overtake the queues of traffic as otherwise they are cycling into oncoming traffic. As a result they gain no efficiency or speed advantage in terms of opting for the more sustainable transport option as they get caught up in traffic. To support active travel and transition to a low carbon economy, as well as reduce congestion cyclists should get some benefit from opting for this low impact transportation option, which will also incentivise others who can to also cycle rather than take a private vehicle .
Support	While there will always be opposition, these are really important initiatives for the long-term environmental and health well-being of our city. It's also important to consider vulnerable road users (e.g. elderly people or children) who currently do not cycle, but would cycle if these main roads were safer.
Support	While welcome these plans don't go far enough. There should be a blanket 20 mph speed limit within the ring road, for safety and air and noise pollution. In many places on the plans the cycle lanes are not wide enough and often disappear when the road narrows. The only safe way to improve cycling in Oxford is for fully segregated cycle lanes or the removal of motor traffic. Please get on and implement the Connecting Oxford bus gates to reduce through traffic and make Oxford safer and cleaner. Banbury, Woodstock, Ifley, Abingdon, Headington and Botley Roads all need segregated cycle lanes (the new pavement on Botley Road is not a segregated cycle lane).
Support	Whilst I appreciate seeing cycle lanes go in, a large number are just painted on the ground. Paint does little to improve the safety of cyclists. It would be good to see greater use of wands/orcas to keep cars separate from bicycles. Also, the current plans for Quickways are disconnected, it would be good to see the plans joined up to destinations people want to get to. The plans end just as you cross Magdalen Bridge and then won't restart until St Giles. Adding cycle-specific direction signs would also make the network easier to use.
Support	Whilst this would be a good step forward in particular removing parking and single yellows on Iffley road - full segregation is needed - narrowing car lanes with painted bike lanes simply means cars drive in the cycle lane - just try to cycle into Oxford on a weekday morning on the Iffley road. The zebra crossings on Iffley road are rubbish - cars/cyclists often don't stop - as a driver as well I think it's to do with visibility on the pavements - they're not fit for purpose and these need replacing. The plan on the Crowley road at the bottom end towards town is unambitious and pointless. Loading and parking bays should be removed to allow bike lanes - painting a picture of a bike on a road is a waste of money. Why can't vehicles loading do it on a side street - the only accident I've had on a bike in 20 years of cycling is on this stretch heading in to town. But as above segregation needed - in rush hour bikes won't be able to get through anyway.
Support	Whist welcoming these proposals they are a compromise. Unless there is vigorous enforcement to prevent parking in the cycle lanes, vehicles 'cutting up' into cycle lanes in zones with no central markings (eg as on Magdalene Bridge) and continuous lanes through 'pinch points' (eg approaching The Plain from St Clements) the proposals remain a 'disjointed' scheme. Quickways must be accompanied by a significant restriction on vehicles in the City - for example, a congestion zone within the ring road which excludes vehicles (except local residents) during the day.
Support	Why are building new cycle paths such as across Warneford Meadow not being considered?
Support	Why isn't the Banbury Road quickway being extended into Summertown centre? Stopping at Rawlinson Road seems odd. I hope there are plans for a Botley Road Quickway, as this is the only access route to the centre from west Oxford, and dangerous for cyclists.
Support	Why not also Woodstock Road? It is wide and there is a huge amount of vehicular traffic. Will you enforce the 20mph speed limit properly?

Support	Wide bike lanes are not enough, the lanes need to be properly segregated from motor traffic to encourage everyone to feel safe riding on the roads, not just experienced cyclists! In the case of Banbury Road it is hard to see how these proposals actually improve on the current situation. There are other streets not in the scheme such as Woodstock Road & Banbury Road north of the A40 which are wide enough for proper cycling provision but have none and are dangerous in their current form. The 20mph zones need to have more substantial changes to the road layout and markings to ensure drivers actually follow it - Parks Road & St. Giles are both examples of 20mph roads with a 30mph layout so cars still travel at 30.
Support	Will additional residents only parking be made available elsewhere to compensate for the loss of on-street parking on the quickways? E.g. if there are any general parking bays they could be re-assigned to residents only.
Support	Will electric bikes and e scooters be allowed... This might cause issues as they are deceptively fast
Support	Will they also be used by new electric scooters and skate-boarders?
Support	Woodstock Road could also do with significant improvement for cyclists - the current arrangements do not make cycling safer or faster
Support	Work with police and communities to improve bike security and recovery of stolen bikes as well as prosecution of culprits
Support	Would like to see more done in West Oxford to reduce car traffic along Botley Road to make cycling and bus journeys easier and increase air quality
Support	Yes, I find it unforgivable that Hollow Way has not been included. Its lethal, polluted and the only connection between Cowley and Headington
Support	Yes, I have a whole set of detailed comments on the drawings which I'd like to submit and several general principles to put forward. Not sure if there is going to be a space to do this in the consultation but I will email them separately.
Support	Yes, this scheme should also be implemented on Longwall Street in the centre as the cars are fast, the cycling lane is very narrow or missing. I live in Littlemore and would love to have a better cycling infrastructure there as well. I would like to have a system as follows: in the city no cycle path or narrow ones only - max 20mph and no overtaking cycle path of less than 1.5m in width - max 30 mph separate (at least 1 m away from the road) cycle path - 40 mph outside the city the same +10 mph
Support	Yes. PLEASE PLEASE PLEASE do NOT remove centre lines from the road!!! As a cyclist things got much worse for me when the centre line was removed from Donnington Bridge. Previously most motorists stuck to the centre line and kept out of the cycle lane. As soon as that certainty was removed from them, they started driving further over to the left, blocking the cycle lane. I find it utterly staggering that this retrograde step is being considered for other major roads in the city. All the cycle lanes in the plans look great but they will be no use at all if they are just used for motor vehicles' nearside wheels.
Support	Yes. The proposed quickways do not appear to include the Woodstock Road into Oxford. There is a bus/bike lane northbound that works well but for the section of the road between Lathbury and Bevington, bikes share a very narrow traffic lane with speeding cars, lorries and buses. As a cyclist, I always feel unsafe on this stretch.
Support	Yes. If we have better cycling routes we also need better and more secure and sheltered spaces for parking cycles, the rate of theft of bicycles in this city is shocking, and sadly the police do nothing at all to try to prevent or prosecute these crimes.
Support	Yes. Westgate attracts car traffic no pollution. Feel this is just a sop.
Support	You must address the car speeding problem.
Support	You need to focus primarily on making junctions and side entries safe. It's the most important aspect of cycle lanes and it's the one both in Access to Headington and Botley Road that the council absolutely messed up. It worries me you are talking about advance stops at junctions in questions instead of properly designed junctions prioritising cyclist and pedestrian safety. A connected segregated cycling network is what Oxford needs and deserves. Dutch style safe for everyone 8-80. Quickways are an outmoded and ultimately pointless concept someone in the council won't give up on and serve to alienate people and it's something the council should have given up on in favour of Department for Transport LTN 1/20 compatible infrastructure. That will serve as a quickway and also be safe for everyone else. Also it's key that not only junctions are prioritised that also they are connected by segregated cycle infrastructure. There is no point in yet more unconnected cycle infrastructure that doesn't create a network, that doesn't take people to their destination and just dumps them somewhere. You might have to go down to less than ideal width or even take a bit of space from a

	pavement but there's almost nowhere o where you can't get something physically separating They should also be implemented with an expanded Connecting Oxfordshire that sectorises the city in the way Ghent has been. If you remove private through traffic from Oxford not only does public transport improve the areas where it's harder to put in infrastructure (which are mainly around pinch points towards the centre of town) could be put down to single track with lights alternating traffic directions so cycle lanes could be installed or cyclists given separate lights etc. This would be possible because buses are going to be the main users of those parts of those roads it wouldn't cause congestion or notable public transport delays. Even just having only lower volumes of buses on the road will make those areas potentially a lot safer.

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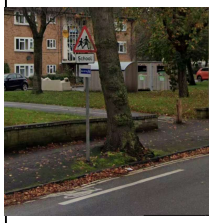
Project Title:	Emergency Active Travel T2 - OXFORD Quickways All schemes - general	# Design Decision Log
Project Number:	695020	

Section	Reference Number	Workstage	Summary of decision taken	Reason for decision / Options considered (can be covered on the DDL Event Log if used)	Efficiency / Innovation / Carbon Reduction Opportunities identified
A1 MarstonRd	**1**	Detailed	Approach to St Clements (along the wall): - Instruction a.Inbound: •Narrow the wide cycle lane in front of bus stop to move lanes and allow for outbound vehicles to overtake a parked bus and avoid blocking St Clements junction. •Keep mandatory lane as far as possible to the junction approach and add more cycle symbols where wide b.Outbound: Shorten the cycle lane, using mid-size symbols up to where there is sufficient space for 5m for vehicular lanes	to avoid queuing traffic behind the first bus stop blocking St Clements Junction	
A1 MarstonRd	**2**	Detailed	Approach to St Clements Inbound (along the wall): Add resurfacing to the inbound cycle lane to maximise the space. Replace gully frames for cycle friendly covers	The carriageway along the wall has been overlaid various times and the edge moved further form the wall. There is double yellow lines still visible about 0.5m out.	By bringing the road up to the wall and moving the DYL, there would be more usable space for the already substandard cycle lane
A1 MarstonRd	**3**	Detailed	At bus stops (chainage 500-550), remove one orca on the approach to the bus stops	To make it easier for buses to align on the stop	
A1 MarstonRd	**4**	Detailed	Old Marston Rd junction a.On Old Marston Rd, add a right turn (1.5m) for cyclist prior the junction to link to the segregated off road facility. (Use space behind the new island) b.On Off road facility(South side): amend tactiles to be compliant and make clear with signage that is a 2-way cycle track	At Consultation School on Old Marston rd. ask for a cyclist improvement on the junction for children to use	
A1 MarstonRd	**5**	Detailed	At Ch 900 inbound at proposed improved dropping kerb: add cycle symbol and arrow to join off road facilities	For users better understanding	
A1 MarstonRd	**6**	Detailed	Reduce the length of the marked contraflow cycle at Cherwell Drive and extend the cycle symbols to Marsh Lane and add cycling warning signs on the north access to the shops service road	For safety and continuity of service	
A3 IffleyRd	**7**	Detailed	Extend 20mph to south of junction with Church Cowley Rd.	It will make sense as Church Cowley and Cowley Rd will all be 20mph.	

A3 IffleyRd	**8**	Detailed	Iffley turn approach to Iffley Rd: straighten cycle lane marking to be perpendicular to the give way line	to allow the manoeuvre to turn right when travelling towards Cornwallis Rd	
A3 IffleyRd	**9**	Detailed	Henley Av approach to Church Cowley Rd Junction: add 2 wand orcas to protect cyclist from turning left traffic	To protect cyclist from turning traffic	
A3 IffleyRd	**10**	Detailed	At the plain Roundabout: add mid-size cycle symbol in front of the approach. If possible relay markings at Magdalen Bridge exist (missed on last Tranche)	To warn vehicles of the presence of cyclist at the roundabout	
A3 IffleyRd	**11**	Detailed	Look into adding a Keep Clear at Magdalen School access.	The school want improvement to bike access.	
A3 IffleyRd	**12**	Detailed	Donnington Bridge Junction: a.Ask OCC Signals is the ASL can be moved forward at Donnington Bridge approach (reducing the space between studs and stop line from 3m to 2m) as it's a very difficult uphill start for cyclist (AT lead comment)	FF4CEC6F.msg	
A3 IffleyRd	**13**	Detailed	Check cycle bypass to Donnington bridge as not visible to cyclist and it gets missed	For clarity to cyclist 	
A3 IffleyRd	**14**	Detailed	At Newman Rd. junction: Add protection for cyclist coming out from off road cycle lane into Iffley Rd. inbound. Rob freshwater requested as ODS didn't understand previous request when they did the scheme	Protect cyclist joining the road	
A2 BanburyRd	**15**	Detailed	1.Place Banbury road as non-priority scheme given the existing facilities are better than in other of the schemes and there is not a bast amount of improvement 2.Pass on the preliminary design and RSA response to Aecom to incorporate the improvements on the bigger scheme	Banbury Road will be done as part of the growth deal and will possible have better funding for more improvement	
A2 BanburyRd	**16**	Detailed	OCC to monitor the speed on the implemented section where the VL has been left too wide without central marking. If required, relay cycle lanes wider to reduce the space	PL doesn't seem to think there is a problem with speeding to correct it now.	

Quite Way - Parks Rd	**17**	Detailed	Change approach to Banbury Rd junction as follow: •Lane widths stay as existing. Shorten the outbound cycle lane by 2 markings (to give more space for vehicles to sort out themselves into position). •Protect the end of the cycle lane with wan orcas to avoid vehicles using as a queuing lane •Remove "End of cycle lane" sign at Ch 800 •Narrow inbound cycle lane to 1.8m to widen vehicular lanes up to Ch 800 approx.	Due to the cycle lane and the narrow vehicular lane approaching the signals being of similar width, creating confusion for users	
Quite Way - Parks Rd	**18**	Detailed	Junction with S. Parks Rd: move Elephant feet away from the kerb and fill in with buff	for cyclist to be positioned more on the primary position and more impact	
Quite Way - Parks Rd	**19**	Detailed	Section south of S. park road junction: Suggest min 2x 12hr monitoring one month after implementation	To assess the safety of the layout	
A1 MorrellAv / Warneford Ln	**20**	Detailed	OCC to monitor the speed on the implemented on Morrell Av.	Cyclist and resident's comments on consultation of being concern about speed increasing by removing parking	
A1 MorrellAv / Warneford Ln	**21**	Detailed	Cross St. jct: add an additional symbol / recommend proposed LTN to be implemented to stop the rat running traffic.	cluster of accidents	
A1 MorrellAv / Warneford Ln	**22**	Detailed	Warneford Lane approach to r/about •Remove give way triangle (1023) and 2 markings •Add mid size symbols at path in front of junction	To allow cyclist traveling to Morrel Av to position themselves in the appropriate space	
A1 CowleyRd	**23**	Detailed	At the plain Roundabout: add mid-size cycle symbol in front of the approach.	To warn vehicles of the presence of cyclist at the roundabout	
A1 CowleyRd	**24**	Detailed	Revise location of all cycle symbols to be at junctions, spread evenly and to be in the middle of the cycle lanes / desire path for mid-size symbols.	For Directiveness	
A1 CowleyRd	**25**	Detailed	Arrange zigzags at Glanville crossing	For Cyclist not to feel cyclist are directed into the bus stop cage.	
A1 CowleyRd	**26**	Detailed	Review Road surface issues, mainly from Bartlemas Close to Gillians Way. (Should be applied to all schemes and all locations	To ensure comfort and safety for cyclist	
A1 CowleyRd	**27**	Detailed	Parallel zebra crossing at Marsh Road: extend the outbound cycle lane and through the zebra, add a link into Marsh Road. Add a dropped kerb facility for cyclist on the footway to join Marsh Rd.	To improve design	
A1 CowleyRd	**28**	Detailed	Parallel zebra crossing at Marsh Road: Footways at both side of the crossing need to be shared use. South footway to be built out to make wider, loose the cycle lane on the inbound and start after the bus stop.	Allow space for share use facility	

A1 CowleyRd	**29**	Detailed	Stretch from Cleveland Drive to Temple Road: Try on the design to make outbound cycle lane 1.375m and extend as far back (toward town) as possible. Start at a dropped kerb point for cyclist that use the wide footway to join cycle lane.	It's a difficult uphill for cyclist and often heavy traffic	
A1 CowleyRd	**30**	Detailed	OCR E9 links from Cleveland Drive to Temple Road.. add Keep Clear markings	It is often difficult to turn right out of Cleveland Drive because of continuous queuing	
A1 CowleyRd	**31**	Detailed	Add bus stop cage at chainage 2210 East (Hendred Street)	Missed on the preliminary design	
A2 StGiles	**32**	Detailed	Extend Outbound central cycle lane from St Giles towards Banbury Rd for an additional marking (6m)	to cater for cyclist that use that point for crossing (Taken from Patrick's survey 31% + of cyclist cross at that point)	
A2 StGiles	**33**	Detailed	Extend Inbound Woodstock Road to St Giles central cycle lane for an additional 35m	to cater for cyclist that use that point for crossing (Taken from Patrick's survey 61% + of cyclist cross at that point)	
A1 StClements	**34**	Detailed	Move first cycle symbol outbound towards the kerb on the desired path	For directiveness , it is placed to centrally.	
A1 StClements	**35**	Detailed	Through bus stops, leave enough space for a bus an a car :5.5m remove orcas and leave mandatory 2m wide	As bus stops are often busy and vehicles will overtake	
A1 StClements	**36**	Detailed	Remove Orcas where lanes are too tights at junctions and on bend of Dawson Street . Keep orcas where we removed left turn lane	To avoid collations and help enforcing the not use of the removed lane	
A1 StClements	**37**	Detailed	At the plain Roundabout: add mid-size cycle symbol in front of the approach.	To warn vehicles of the presence of cyclist at the roundabout	
A4 Btwn Towns / Church Cowley Rd		Detailed	Bus Stops by Rymers Lane: move the flags but don't mark the stop cages	bus companies comment on the bus stops best be locate further away from the junction, but then will be to close to the one further west, so might be best to be removed Mike to confirm with Bus companies.	
A4 Btwn Towns / Church Cowley Rd		Detailed	Check tracking to move island to the right at Rymers lanes as far as possible	To allow for a possible crossing on Tranche 3	
A4 Btwn Towns / Church Cowley Rd		Detailed	eastbound approach to John Allen Way junction (retail park) : Remove short right turn on the approach but keeping gosh right turn on the junction and widen cycle lane	To provide appropriate lane widths	

Analysis of Data from Oxford Quickways Consultations:
Part 2 – Statutory Consultation (TROs)

Report on consultation results

Summary Report 1.0

January 2022

Prepared by: **Marketing Means (UK) Ltd.**

For: OXFORDSHIRE COUNTY COUNCIL

MARKETING MEANS
THE RESEARCH PEOPLE

MRS Evidence Matters™ Company Partner

Telephone: 01364 654485 *Email: info@marketingmeans.co.uk* *Web: www.marketingmeans.co.uk*

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Appendix 1: Survey Questionnaire

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Executive Summary of Survey Findings

This report sets out the results of a statutory consultation conducted by Oxfordshire County Council with the results processed and analysed by independent research agency Marketing Means.

Method

Oxfordshire County Council's statutory consultation, to gather views on the Quickways cycle lane schemes developed for some of the main highways in the city of Oxford, included an online consultation form hosted online from 11th November 2021 to 20th December 2021. This online questionnaire drew 824 responses, while the Council also received 85 free-form letter, online and emailed responses, that have been checked not to be duplicates of the online form responses, and included as partial responses to this consultation.

Marketing Means was commissioned to analyse the responses and we present the findings in this report.

Role and location of consultation respondents

- The vast majority of responses, just over 96%, were from people who felt that they were responding as "an individual".
- Almost all (98%) lived in Oxfordshire, with almost two-thirds working in the county and 9% studying there. Owners or representatives of businesses made up 11% of the consultees. Just over half, 55%, lived and either worked or studied in the county.
- The great majority (80%) of all responses were from people for whom the nearest town or village ot to their home or workplace was Oxford, though many others named areas and suburbs of Oxford. Of those living in the county, 96% felt that Oxford was the nearest town to where they live.

Support for or Objection to Specific Measures Proposed for Specific Routes

- Across the 10 quickways routes included in the consultation, consultees considered between one and five proposed measures per route, and stated whether they supported, objected to, or had concerns over each one.
- Every measure on every route drew support from a majority respondents. The measure that consistently drew most support, from between 75% and 85% of consultees, was the 20 mph speed limit, while Bus stop clearways were also popular and typically supported by 75% or more.
- The measure consistently least likely to draw support, and which featured across almost all routes, was Waiting/Parking restrictions. It should be noted, however, that even this least popular measure was still always supported by a clear majority, never lower than 63%.
- Few consultees selected the 'Concerns' answer option, very rarely exceeding 10%, so that the 'Net support' scores were good indicators of the strength of feeling. No measure produced a level of Net support (% Support minus % Object) of lower than +34%, with Waiting/Parking Restrictions responsible for the lowest scores, while the more popular aspects, especially the 20 mph speed limit, produced very strong Net Support scores of +70% for several routes.
- While comparisons between sub-group were limited, it was clear that except for the 20 mph speed, most measures were significantly less popular, giving lower level of Net support, among those who owned/represented businesses, especially Waiting/ Parking restrictions. Conversely, consultees who not only live in Oxfordshire but also to work or study there, were significantly more likely to support the great majority of measures than were those who lived locally but did not work or study.

Reasons for Supporting or Objecting to the Proposals

- Among the open-ended comments given in the consultation were a majority generally in favour of the proposals, and about one in five (21%) commented on their general support for the local schemes,

often pleased to see that actions were being taken or considered.

- More specifically, 17% commented on the benefits of the measures bringing improved road safety for cyclists (though not without some concerns over the likelihood of speeding cars on quieter roads).
- Almost as many, often the same people, commented that cycling was popular in the city and deserved to be made a priority for traffic schemes.
- Introducing the traffic slowing schemes, and a 20 mph limit, was commented on positively by 11%.
- Some scheme supporters were more cautious, with 10% commenting on the limitations of painted cycle lanes and the need for greater segregation from traffic. Others noted that current instances of bad driving may still occur or be made worse by the schemes, and that these need to be identified and penalised where possible.
- The leading concern expressed, even by some with otherwise positive views, and by 31% overall, was how to address the loss of parking, for both residents and businesses, though few solutions were offered.
- Those who objected to the scheme often commented that it would create more congestion and more traffic on some routes (12% stating this), while 10% commented on how the schemes would negatively affect them or their households.
- Business also criticised the schemes for their impact on parking in particular (7% overall and 19% of business foreseeing a negative impact), while some highlighted the problem for small trader, e.g. builders, needing to park vehicles at properties, touching of course on the wider concerns over parking expressed in others' comments.

1. Introduction

1.1 Background and method

- As a key part of its overall active travel programme, Oxfordshire County Council are proposing to introduce "quickways" cycling routes to some of the main highways in the city of Oxford. The proposals are intended to make cycling smoother and safer while working within the limitations of the street layout and built density of Oxford. These mean that it is not always possible to create fully separate cycle lanes on the proposed routes, and instead existing road space will need to be re-purposed, sometimes reducing on-street parking options.
- Having run an informal public consultation process during autumn 2021 to gather views on the cycle lane scheme proposals, the Council has since run a second stage of the consultation, in the form of a statutory consultation on the legal orders (or Traffic Regulation Orders - TROs) for changes to parking restrictions, 20mph speed limits, mandatory cycle lanes and bus lanes. This was undertaken in November and December 2021.
- The consultation was accessible via a series of briefing documents hosted at Oxfordshire County Council's website and an online questionnaire hosted online by the Council from 11th November to 20th December 2021. Alongside this, the Council requested that anyone else wishing to comment provide their feedback in writing by letter or email to a designated postal/email address.
- The Council commissioned Marketing Means, an independent market research agency, to conduct the independent analysis of these consultation responses, and passed all responses to Marketing Means for this purpose. These included spreadsheets of responses to the online consultation, scanned copies of paper submissions (whose contents were typed into a spreadsheet at Marketing Means), a small number of responses to an online Q&A form hosted by the Council, and electronic copies of all emails received that addressed the statutory consultation.
- Having excluded any responses that could be identified as duplicates, Marketing Means assembled a final dataset that included 824 responses to the main online consultation form, and a further 85 responses from the 'free-form' letters, emails, and online Q&A responses received. All have been included here to give **909** responses overall, though it should be noted that all results in this report other than open-ended responses addressing reasons for supporting or objecting to the proposals (in Section 4) are from the 824 online consultation form responses only.

1.2 Author and publication

Marketing Means' director Chris Bowden produced this report in January 2022. Any press release or publication of the findings of this survey requires the approval of the author/ Marketing Means. Approval would only be refused if it were felt that the intended use would be inaccurate and/or a misrepresentation of the survey findings.

1.3 Presentation of percentage results in this report

'Valid' responses - Unless otherwise stated, the results are given as a percentage of the total overall valid responses, excluding blank or 'Prefer not to say' responses.

Rounding - The percentage figures quoted in most of the charts and tables in the report have been rounded either up or down to the nearest whole number % value. In some cases, these rounded values do not total exactly 100% for single-choice questions due to that rounding of the figures in each discrete category.

'Net' scores – Where the answer options to a question include opposing viewpoints, e.g. Support → Object, , the net score can be calculated by subtracting the combined proportion giving negative answers from the combined proportion giving positive answers. If the resultant net value is positive, it offers a shorthand way of saying that respondents were more likely to have positive than negative opinions, and the higher the net score (the closer to + 100%) the more the positive answers outweighed the negative. The opposite is true where the net score is negative.

Significance testing and "Statistically significant differences" - All of the % results quoted in this report, and calculated for the different sub-groups of respondents as set out in detail in the accompanying cross-tabulations, have been subjected to significance testing, based on two-sided tests with significance level .05 (i.e. 95% confidence level).

In this report, when we refer to "*significant differences*" between sub-groups, we mean that the statistical test used has indicated that the figures are sufficiently different, i.e. by more than the 95% Confidence Interval, to be considered statistically significant. The 95% Confidence Interval is not quoted in every case because it varies greatly based on the % result in question and on the number of people answering that question.

1.4 Quality Management

Marketing Means' quality management system has been externally audited and registered as accredited for both the international quality management standard ISO9001:2015 and the market research industry-specific standard ISO20252:2012. Our work on this project complied with those standards.

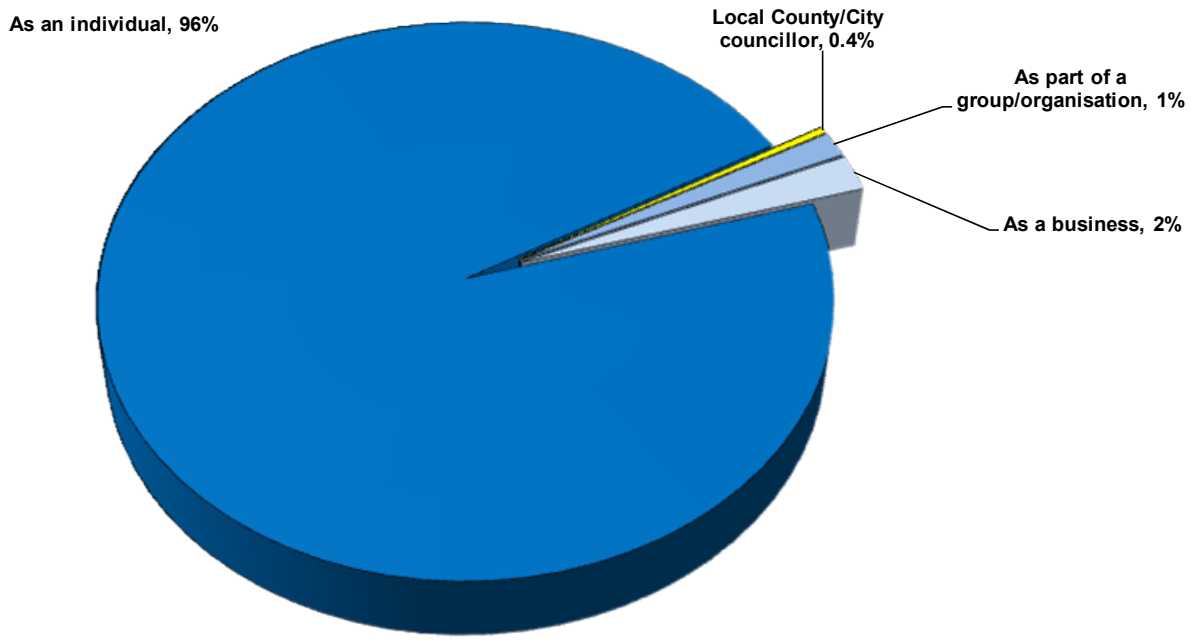
2. Profile of Consultation Respondents

This section sets out some characteristics of the 824 respondents who took part in the online public consultation.

2.1 Role of respondents

- The vast majority of responses, just over 96%, were from people who felt that they were responding as "an individual". Just 2% responded on behalf of their business, 1% on behalf of a group or organisation, and only 0.4% (three responses) from people in their role as a County/ City Councillor.

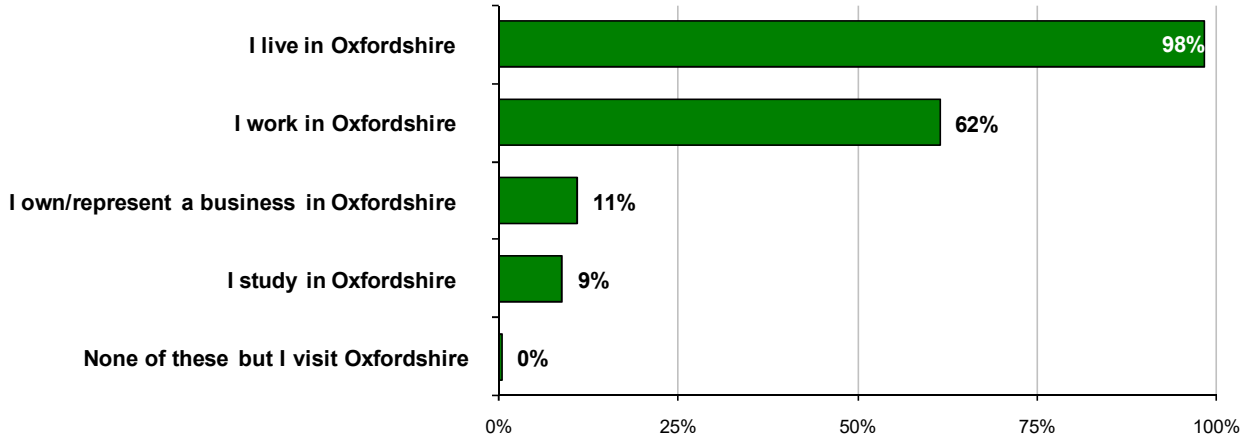
Chart Q1. Are you responding as ...?



Source: Marketing Means 2022 Base: All respondents who gave a valid answer (722)

- All were also asked whether they lived, worked or studied in the county, and could give more than one answer. Almost all (98%) confirmed that they live in the county, while nearly two-thirds (62%) work in the county.
- Just over one in 10 respondents (11%) own or represent a business in the county, with 90% of those having also indicated that they work in the county.
- Just under one in 10 (9%) were studying in the county, with well over half of those (60%) also working locally.

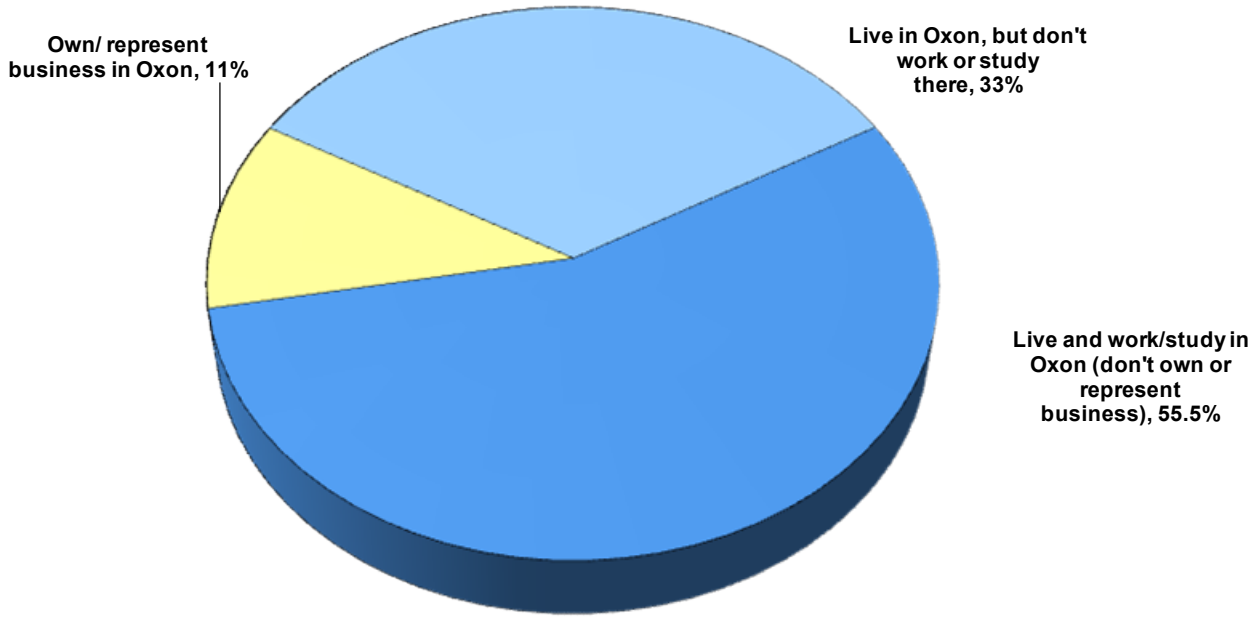
Chart Q16_1. Please tick the boxes that apply to you. (Multiple choice)



Source: Marketing Means 2022 Base: All who gave a valid answer (812)

- Chart Q16_2 too below takes the same data but identifies discrete groups by removing multi-coding. This shows that one in three responses (33%) were from people who live in the county but neither work or study there, while more half (55%) work of study locally but did not own or represent their business.

Chart Q16_2. Please tick the boxes that apply to you. (rendered as single choice)



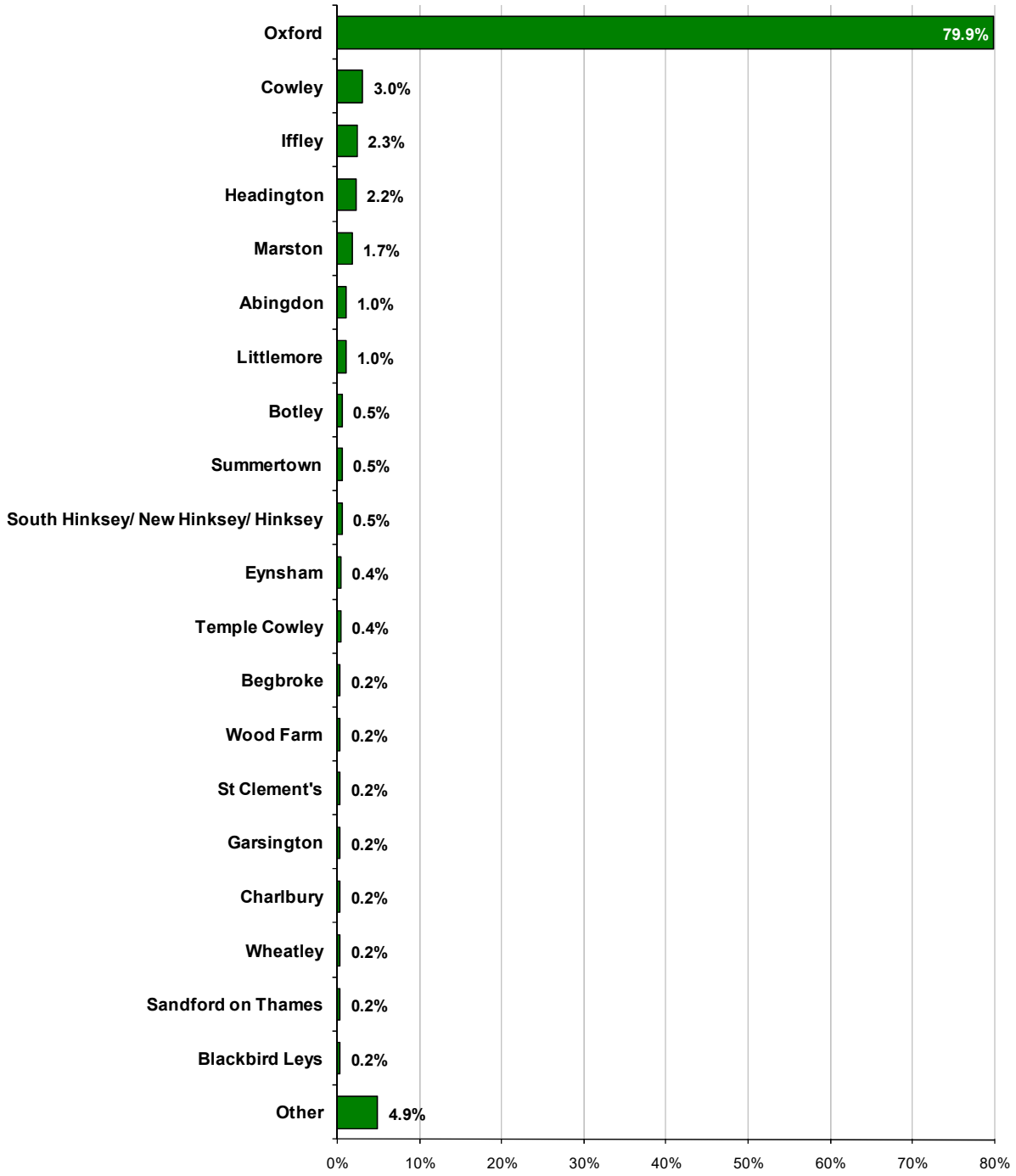
Source: Marketing Means 2022 Base: All who lived/ worked in Oxfordshire (808)

2.2 Location of respondents

The consultation also asked people to state the town/village where they live or where the business/organisation that they were responding on behalf of is currently based.

- Four out of every five respondents (80%) simply stated "Oxford".
- Other responses specified larger suburbs such as Headington (2%), more specific areas of the city such as Temple Cowley (0.4%) or some of the outlying villages such as Wheatley (0.2%). The "Other" category in Chart Q2 below includes all mentioned by no more than one person.

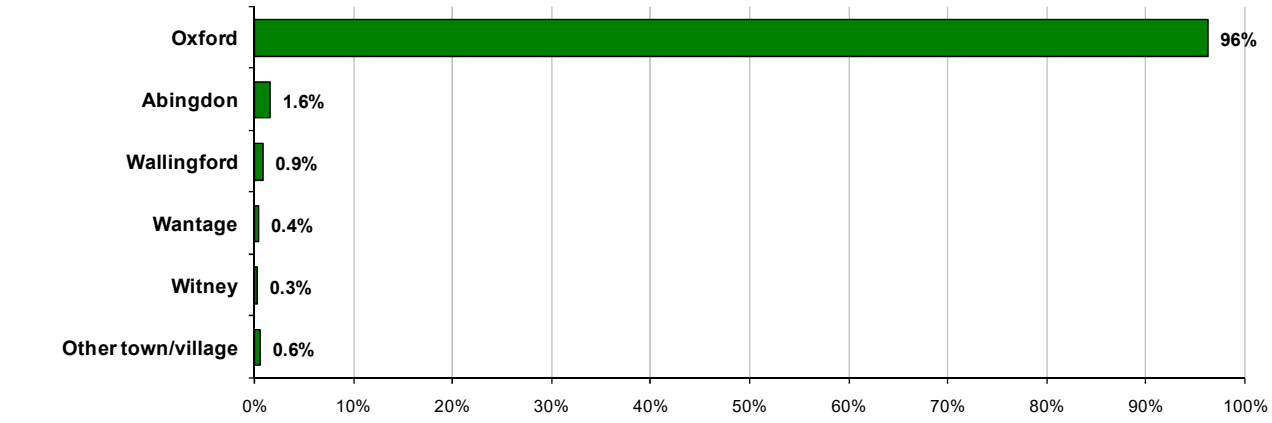
Chart Q2. Please enter the name of the town/village only, where you currently live or the business/group you are responding on behalf of is based.



Source: Marketing Means 2022 Base: All who gave a valid answer (824)

- Respondents who lived in Oxfordshire were also asked to state the nearest town to where they live.
- Most respondents (84%) were able to give an answer, of which the vast majority (96%) simply stated "Oxford".
- The proportion living in Oxford was slightly lower among those who stated that they own or represent a business in the county, of whom 88% live in Oxford, and 6% live in Abingdon.

Chart Q17. If you live in Oxfordshire, which is the nearest town to where you live?

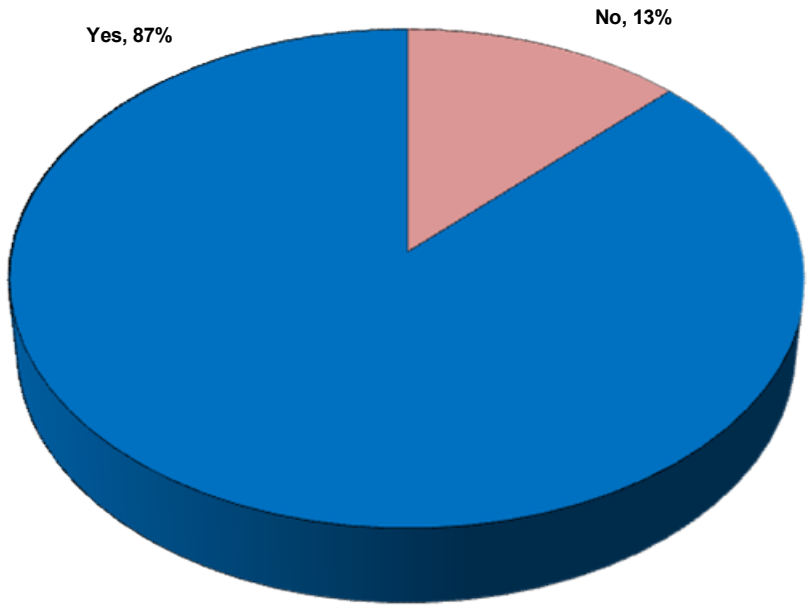


Source: Marketing Means 2022 Base: All who live in Oxfordshire and gave a valid answer (691)

2.3 Re-contact with of respondents

- Nearly nine out of 10 respondents (87%) would be happy to be contacted again via their email address, to be kept informed about the consultation.

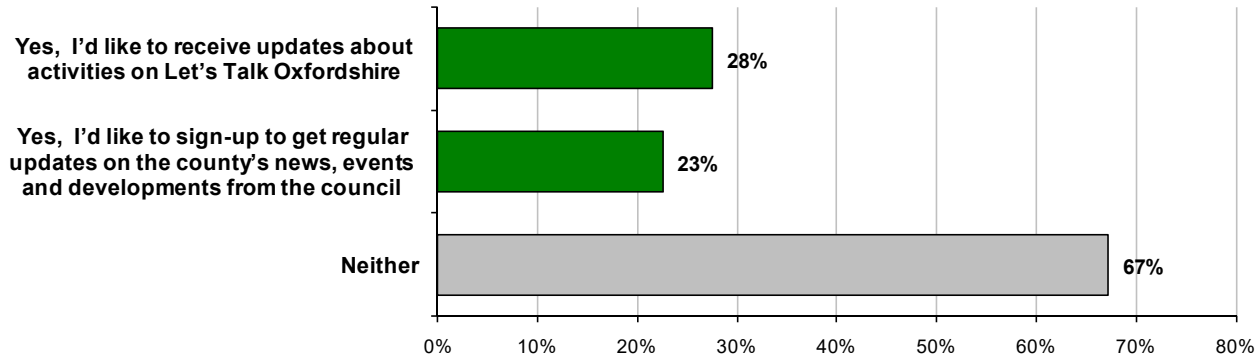
Chart Q4. Are you happy to be contacted via the email address you have supplied to be kept informed about this consultation?



Source: Marketing Means 2022 Base: All respondents who gave a valid answer (824)

- In response to a similar question at the end of the consultation form, 28% stated that they would like to receive updates Let's Talk Oxfordshire, and 23% (including many of the same people) indicated that they would like to sign up to receive regular updates from the Council.
- The latter was especially popular with those who own or represent a business, with more than a third (36%) requesting such updates.

Chart Q18. Can we keep in touch?



Source: Marketing Means 2022 Base: All respondents (824)

3. Support for or Objection to Specific Measures Proposed for Specific Routes

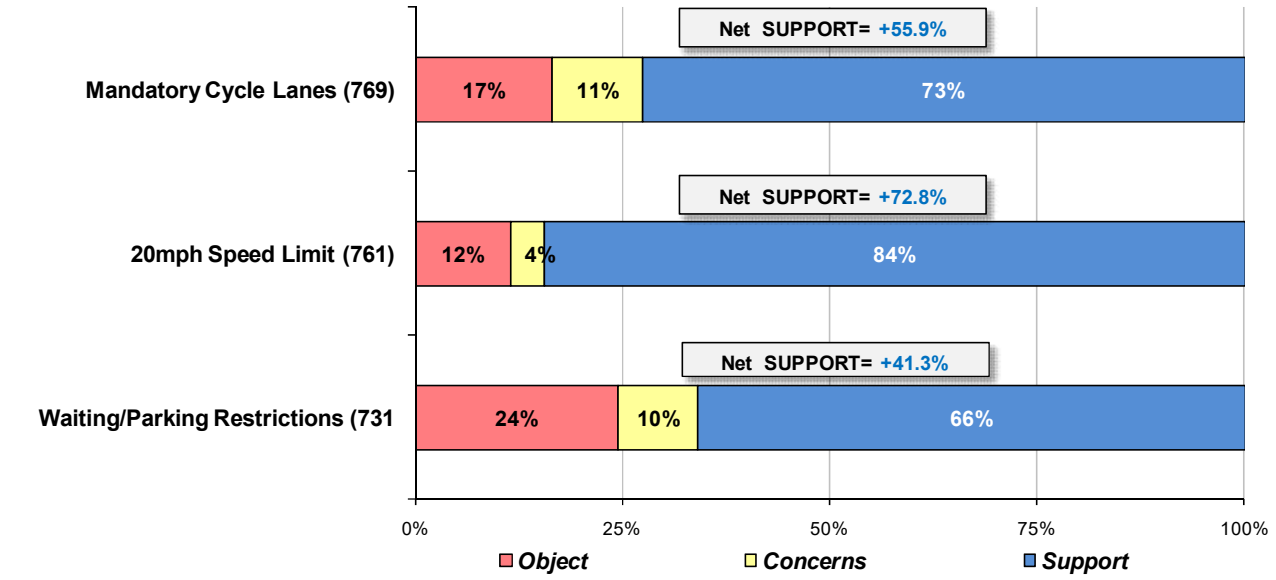
The main part of the consultation listed a series of 10 specific routes in Oxford, and gave between one and five proposed measures for introduction on each one, as appropriate. Consultees were simply asked to state whether they supported, objected or had "concerns" about each measure in turn.

In this analysis, for clarity we have excluded those who ticked no answer or stated that they had no opinion[1]. We also show in each chart the net level of support, i.e. the % in support minus the % who object.

3.1 Opinions of measures proposed for the A420 St Clements Street

- For the A420 St Clements Street, all three measures drew support from a clear majority of consultees, highest at 84% for the 20 mph speed limit, with net support of +73%, and lowest at 66% for Waiting/Parking restrictions, with net support of 66%.

Chart Q5. Please select which of the following that best describes your opinion of the proposed measures being put forward on the A420 St Clements Street.



Source: Marketing Means 2022 Base: All respondents who expressed an opinion (given in brackets)

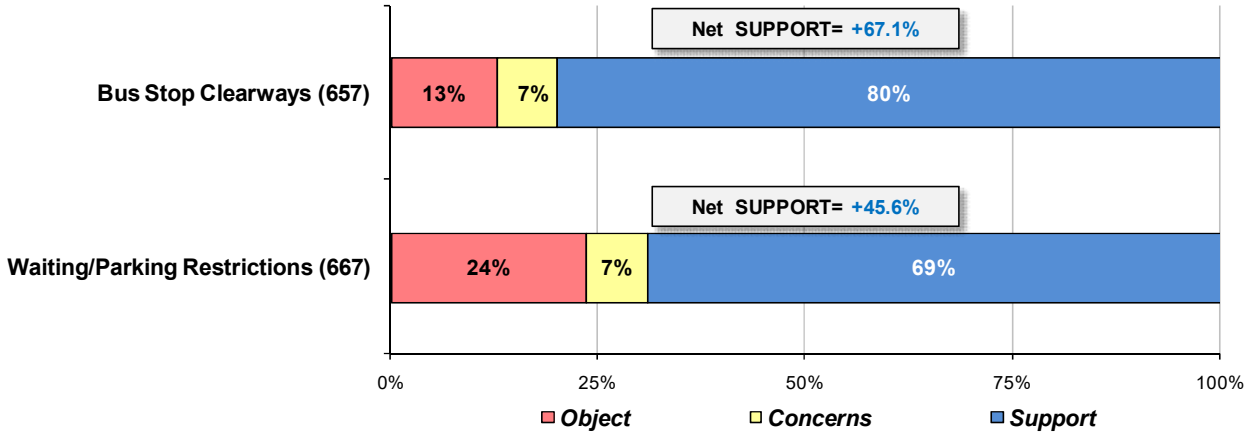
- While there was no significant difference between those owning/representing businesses and the rest of the consultees in regard to the 20 mph limit, the former showed significantly lower, albeit still positive, net support scores for Waiting/Parking restrictions (+15%) and for Mandatory cycle lanes (+35%).

[1] In most cases, between 80% and 90% of people were able to express an opinion, though one measure – side entry treatments on the B4150 Marston Road – drew comment from only 72%.

3.2 Opinions of measures proposed for the A4144/A4165 St Giles & Banbury Road

- For the A4144/A4165 St Giles & Banbury Road, both proposed measures drew support from well over two-thirds of consultees, highest at 80% for the Bus stop clearways, with net support of +67%, and 69% support for Waiting/Parking restrictions, with net support of +46%.

Chart Q6. Please select which of the following that best describes your opinion of the proposed measures being put forward on the A4144/A4165 St Giles & Banbury Road.



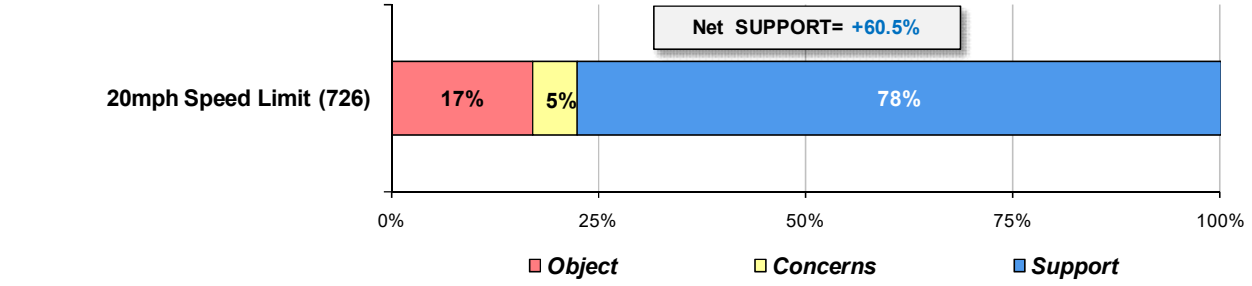
Source: Marketing Means 2022 Base: All respondents who expressed an opinion (given in brackets)

- Those owning/representing businesses showed only slightly lower net support scores for Bus stop clearways (+53%), but significantly lower net support scores for Waiting/Parking restrictions (+17%).

3.3 Opinions of 20 mph speed limit proposed for the A4144 Abingdon Road

- For the A4144 Abingdon Road, the proposed 20 mph speed limit drew support from over three-quarters of consultees (78%), with net support of +60%.
- This did not vary significantly between business owners/representatives and others.

Chart Q7. Please select which of the following that best describes your opinion of the proposed measures being put forward on the A4144 Abingdon Road.

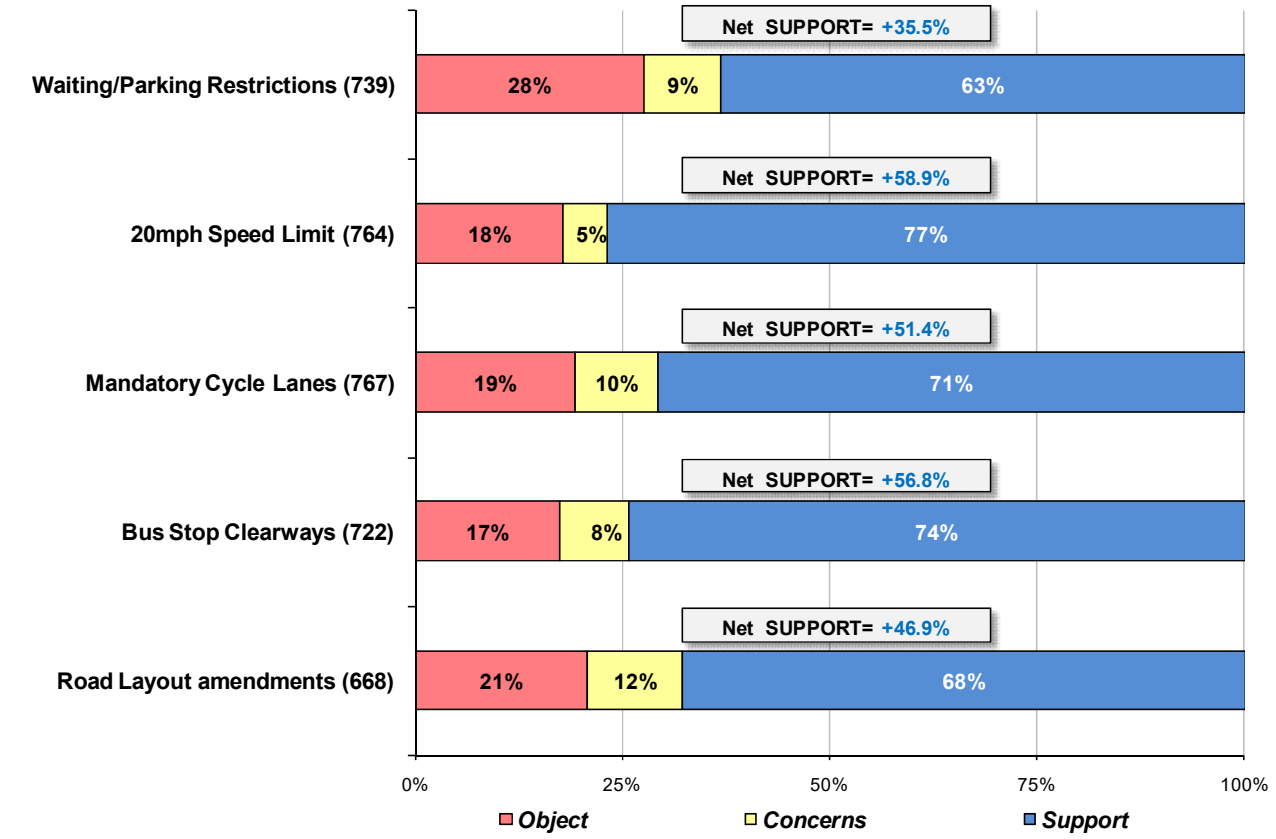


Source: Marketing Means 2022 Base: All respondents who expressed an opinion (given in brackets)

3.4 Opinions of measures proposed for the A4158 Iffley Road

- For the A4158 Iffley Road, all five measures were supported by a clear majority of consultees, highest at 87% for the 20 mph speed limit, with net support of +59%, and lowest at 63% for Waiting/Parking restrictions, with net support of +35%.

Chart Q8. Please select which of the following that best describes your opinion of the proposed measures being put forward on the A4158 Iffley Road.



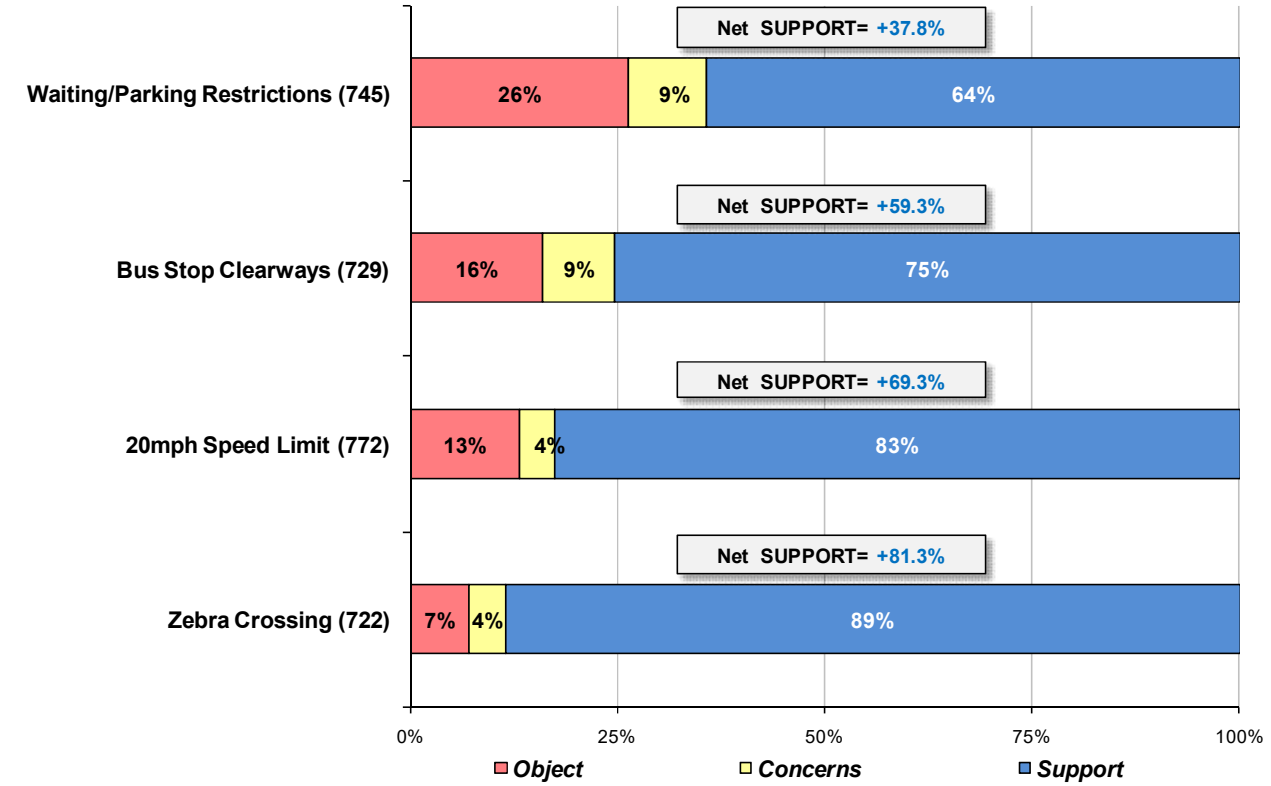
Source: Marketing Means 2022 Base: All respondents who expressed an opinion (given in brackets)

- While net support for the 20 mph speed limit was only slightly lower at +54% among those owning/representing businesses, this group showed significantly lower, albeit still positive, net support scores for Waiting/Parking restrictions (+10%), Mandatory cycle lanes (+30%), Bus stop clearways (+38%), and Road layout amendments (+23%).

3.5 Opinions of measures proposed for the B480 Cowley Road

- For the B480 Cowley Road, all four proposed measures were supported by a clear majority of consultees. Support was particularly high for the introduction of a Zebra crossing, at 89%, with net support of +81%, and a 20 mph speed limit, supported by 83%, with net support of +69%.
- The other two measures were also popular, with even Waiting/Parking restrictions being supported by nearly two-thirds (64%), with net support of +38%.

Chart Q9. Please select which of the following that best describes your opinion of the proposed measures being put forward on the B480 Cowley Road.



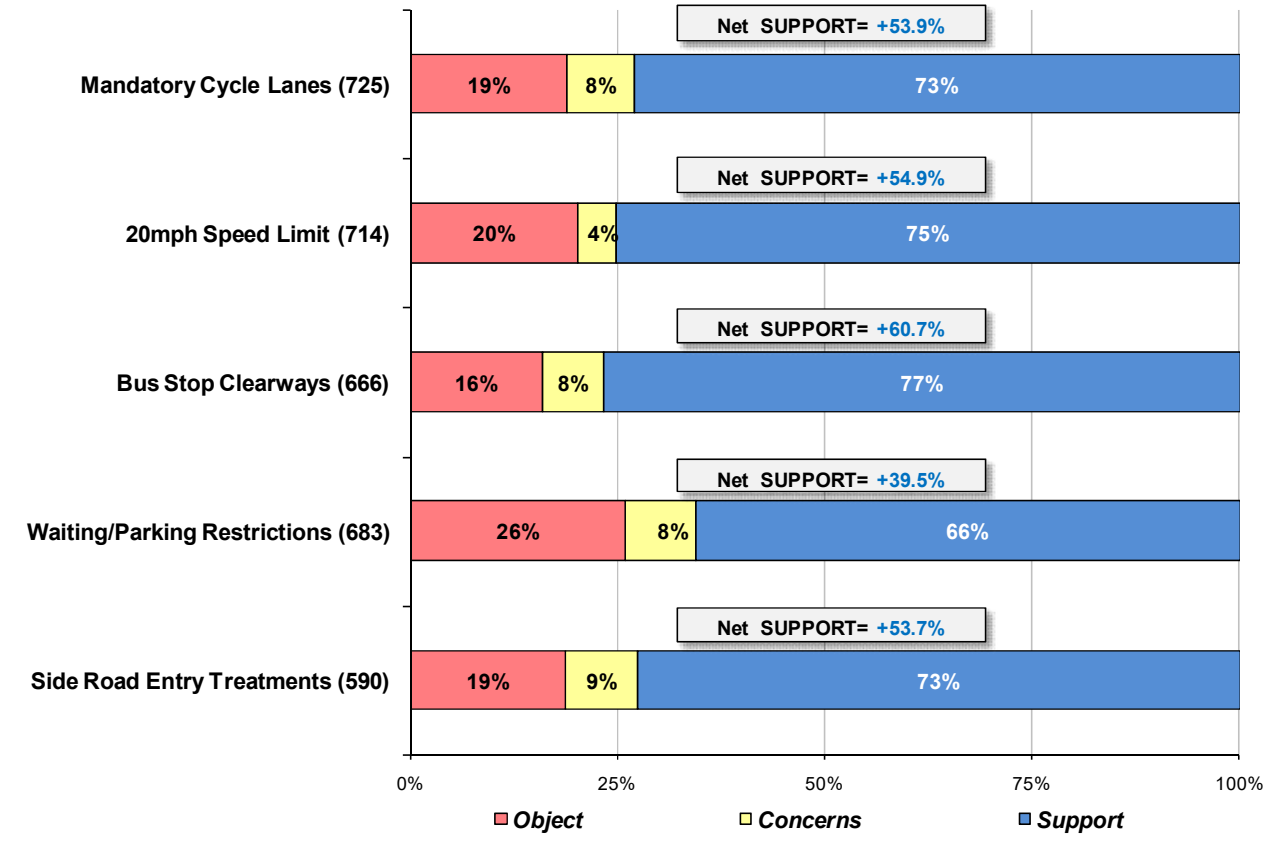
Source: Marketing Means 2022 Base: All respondents who expressed an opinion (given in brackets)

- While net support for the 20 mph speed limit was not significantly different among those owning/representing businesses, that group showed significantly lower, albeit still positive, net support scores for a Zebra crossing (+58%), for Bus stop clearways (+39%), and gave particularly lower net support for Waiting/Parking restrictions (+13%).

3.6 Opinions of measures proposed for the B4150 Marston Road

- For the B4150 Marston Road, the five proposed measures drew very similar levels of support, varying only from 77% for Bus stop clearways, which gained the highest net support of +61%, to 66% support for Waiting/Parking restrictions, which gained the lowest net support among the five measures, of +40%.
- The measure of Side road entry treatments drew support from 73%, with 19% opposed, though it should be noted that the proportion who gave an answer was markedly lower for this than for any other measure listed for any road, at 72%. This suggests that further knowledge of this measure is required in the community, which could yet affect the balance of opinion.

Chart Q10. Please select which of the following that best describes your opinion of the proposed measures being put forward on the B4150 Marston Road?



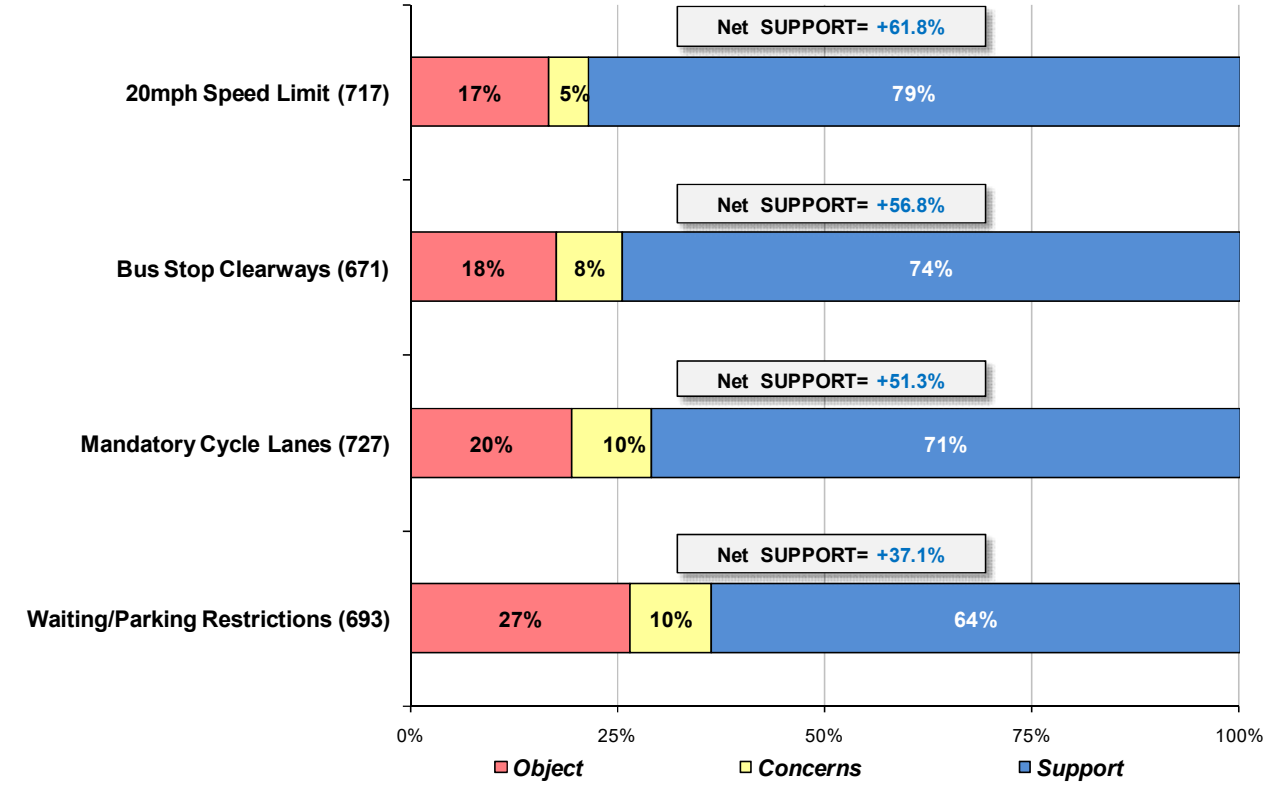
Source: Marketing Means 2022 Base: All respondents who expressed an opinion (given in brackets)

- While net support for the 20 mph speed limit was not significantly different among those owning/representing businesses, they gave significantly lower, albeit still positive, net support scores for Mandatory Cycle Lanes (+33%), for Bus stop clearways (+38%), Side road entry treatments (+25%), and especially lower net support for Waiting/Parking restrictions (+16%).
- It is also worth noting that other than the 20 mph speed limit, the remaining measures also drew significantly higher net support from those working and studying in the county (and perhaps more likely to commute in and around Oxford) than among those living in the county but not working or studying there.

3.7 Opinions of measures proposed for the B4495 Church Cowley Road/Between Towns Road

- For the B4495 Church Cowley Road/Between Towns Road, the four proposed measures all drew good levels of support, highest at 79% for the 20 mph speed limit, with net support of +62%. Waiting/Parking restrictions were supported by 64% but drew the lowest net support among the four measures, of +37%.

Chart Q11 Please select which of the following that best describes your opinion of the proposed measures being put forward on the B4495 Church Cowley Road/Between Towns Road.



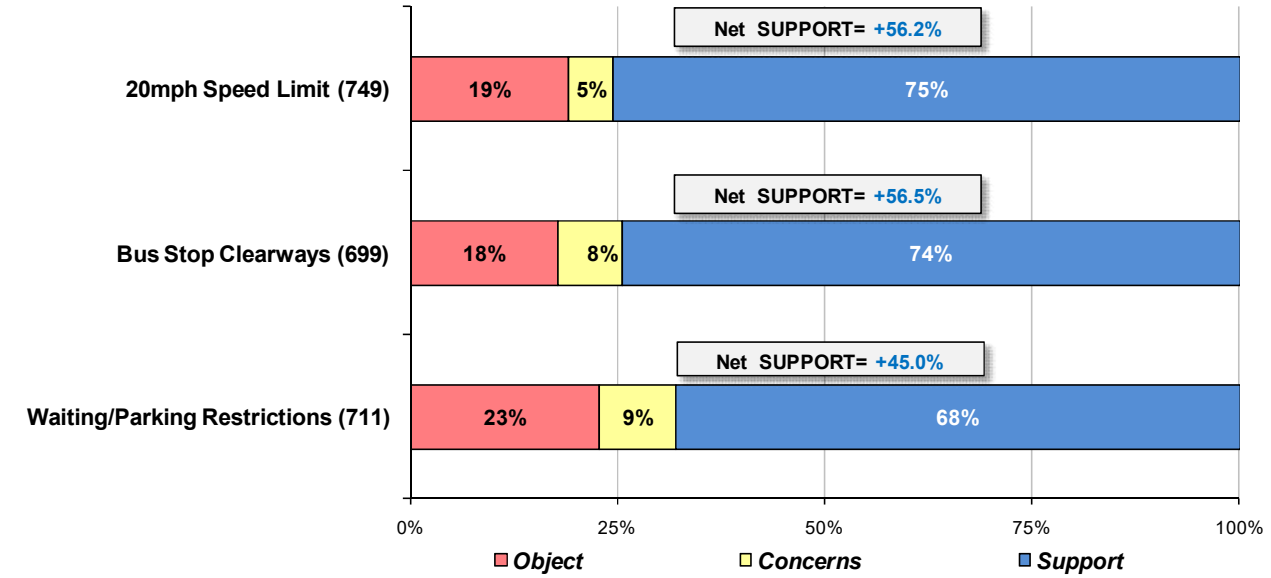
Source: Marketing Means 2022 Base: All respondents who expressed an opinion (given in brackets)

- While net support for the 20 mph speed limit was not significantly different among those owning/representing businesses, they gave significantly lower, albeit still positive, net support scores for Bus stop clearways (+32%), Mandatory Cycle Lanes (+23%), and especially lower net support for Waiting/Parking restrictions (+10%).
- Again, other than the widely popular 20 mph speed limit, net support for the measures was significantly higher from those working and studying in the county (and perhaps more likely to commute in and around Oxford) than among those living in the county but not working or studying there.

3.8 Opinions of measures proposed for the B4495 Donnington Bridge Road

- For the B4495 Donnington Bridge Road, the three proposed measures all drew support from more than two-thirds of consultees, highest at 75% for the 20 mph speed limit, with net support of +56%. Waiting/Parking restrictions were supported by 68% but drew the lowest net support among the four measures, of +45%, still higher than for most other routes considered here.

Chart Q12. Please select which of the following that best describes your opinion of the proposed measures being put forward on the B4495 Donnington Bridge Road.



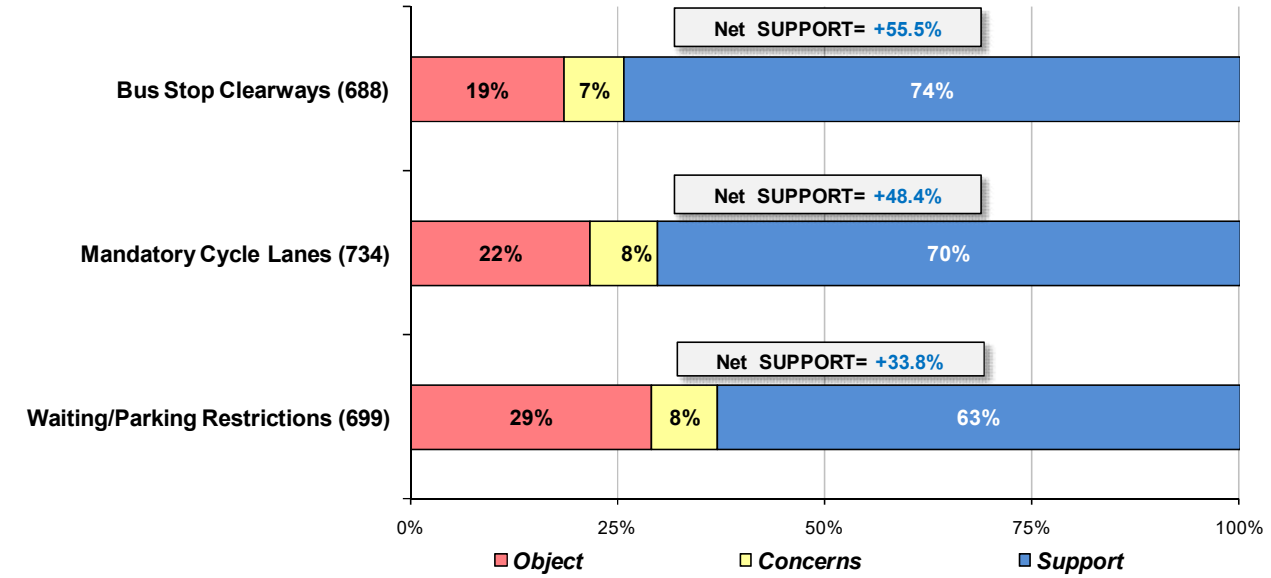
Source: Marketing Means 2022 Base: All respondents who expressed an opinion (given in brackets)

- Net support for the 20 mph speed limit was not significantly different among those owning/representing businesses, they gave significantly lower, albeit still positive, net support scores for Waiting/Parking restrictions (+24%).
- Net support for Bus stop clearways and Waiting/Parking restriction was significantly higher from those working and studying in the county (and perhaps more likely to commute in and around Oxford) than among those living in the county but not working or studying there.

3.9 Opinions of measures proposed for Morrell Avenue/Warneford Lane

- For Morrell Avenue/Warneford Lane, all three proposed measures all drew support from a clear majority, highest at 74% support for Bus stop clearways, with net support of +56%. Waiting/Parking restrictions were supported by 63% and drew the lowest net support among the three measures, of +34%.

Chart Q13. Please select which of the following that best describes your opinion of the proposed measures being put forward on Morrell Avenue/Warneford Lane.



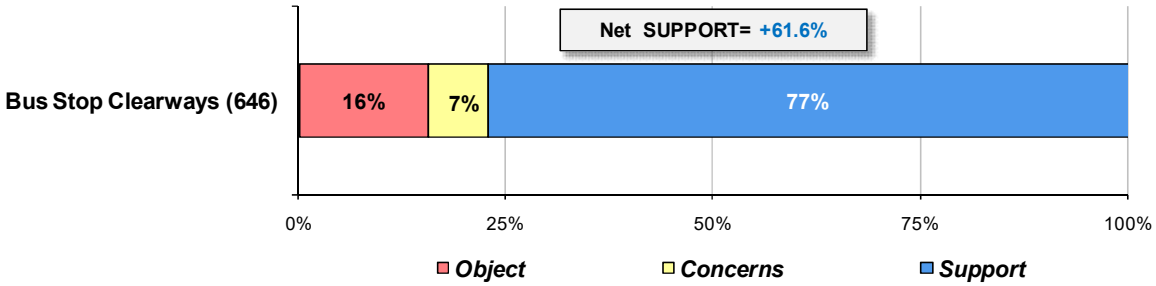
Source: Marketing Means 2022 Base: All respondents who expressed an opinion (given in brackets)

- Net support for each measure was significantly lower among those owning/representing businesses, , albeit still positive, at +33% for Bus stop clearways, +27% for Mandatory cycle lanes, and only +8% for Waiting/Parking restrictions.
- In each case, net support was again significantly higher from those working and studying in the county (and perhaps more likely to commute in and around Oxford) than among those living in the county but not working or studying there. For example, those working and studying in the county gave +67% net support for Bus stop clearways, significantly higher than the corresponding score of +48% net support from those not working or studying in the county.

3.10 Opinions of measures proposed for Parks Road

- For Parks Road, the only proposed measures of a Bus stop clearway drew support from a clear majority of 77%, with net support of +62%.

Chart Q14. Please select which of the following that best describes your opinion of the proposed measures being put forward on Parks Road.



Source: Marketing Means 2022 Base: All respondents who expressed an opinion (given in brackets)

- The net support figure varied from +34% among business owners/representatives, to +56% for those living in the county but not working or studying locally, to +72% for those working or studying locally.

4. Reasons for Supporting or Objecting to the Proposals

Finally, consultees were offered to chance to comment in their own words on why they supported or objected to the proposals, or to give any other feedback they had on the 'Quickways' scheme. Chart Q15 summarises the results by grouping into the most frequently expressed themes, and includes responses from those who provided a letter or email response as well as those from the main online consultation

Chart Q15. Please let us know the reason(s) for submitting your responses (i.e. why you are supporting or objecting to the proposals) or any other comments may have on the 'Quickways' scheme.

Source: Marketing Means 2022 Base: All who made a comment (902)

- While many other comment themes were also given in fewer than 5% of responses, those listed in Chart Q15 show that the most frequent themes to emerge among the responses related to positive aspects of the proposed quickways routes, often welcoming and supporting the initiative to address traffic problems.
- Just over one in five (21%) gave a comment of **general support for the proposals**, sometimes without adding any further detail or qualifiers.
    - *"I am fully in favour of all the proposals relating to Quickways and Clearways as outlined"*
    - *"I am delighted to see these much more serious and sweeping proposals."*
    - *"The proposals you are putting forward are an excellent thing, long overdue"*
    - *"I support all the measures outlined above In order to bring about a sea change in the use of private cars in this city"*
    - *"I support all these improvements."*
- The most common positive aspect of quickways to be cited (by 17%) was that they **improved road safety for cyclists**.
    - *"These will make conditions SAFER for cyclists and reduce road deaths."*
    - *"As both car and cycle owners we feel the later deserve priority to make the roads safer and the air cleaner."*
    - *"On Donnington Bridge Road, cars are usually parked in the cycle lanes, requiring me to weave in and out of the cycle lane into the main lane, often into fast moving traffic with some inconsiderate drivers who will continue to overtake with uncomfortably close spacing between the car and bicycle. Therefore, I do support the proposals to improve cycle routes to increase safety for cyclists."*
    - *"I am a regular cyclist, do not own a car, and I support initiatives that help keep cyclists and pedestrians safe."*
    - *"Greater safety for pedestrians and cyclists, especially those living on the major roads which are not currently included in the 20 mph limit."*
- Almost as many (16%) highlighted their wish that **Cycling needs to be a priority / Cycling is popular in Oxford**.
    - *"We need to encourage cycling more and more. Oxford transport is still far too oriented around motorised vehicles."*
    - *"I think it is important to make cycling within Oxford safer and a more attractive choice."*
    - *"Oxford needs to become bike friendlier! Cycle lanes and speed limits for cars are absolutely necessary and urgent."*
    - *"Oxford needs much better cycling infrastructure and reduce the amount of cars."*
    - *"I want Oxford to become a more cycle-friendly city for the benefit of our health, environment, and economy. Another thing I would recommend is at the roads leading into Oxford (i.e. motorways at exits and other main roads) put MANY signs telling visitors that this is a city with many cyclists"*
- We have already seen in the previous sections of this report that 20 mph limits drew amongst the highest levels of support of those proposals set out for quickways, and the theme of **Introduce 20mph zones more widely/ 20mph is a good idea/necessity** was mentioned by 11% of those who commented.
    - *"20 mph and clear cycle lanes are important for safety."*

- *"I do support a 20 mph speed limit within the city ... If the whole of the city were 20 mph or even 25 mph, and this was well sign-posted as you enter the city it would be clear to visitors and residents would know anyway that this is the speed limit in the city."*
- *"As a rule of thumb, I'd say that wherever cars and cyclists share the same physical space, the speed limit should be 20 mph."*
- *"I fully support any plans to reduce the speed of traffic and enable cycling more safely in Oxford."*
- *"I am not against 20mph as long as it helps with flow of traffic."*

- Among the comments supporting quickways were several themes of consultees highlighting potential concerns over how well quickways could really work in practice. One in 10 responses highlighted the **limited benefit of painted cycle lanes**, and their desire to see a more robust **lane segregation**.
  - *"Can't see any sign of segregation between cars and cyclist [in all but a very small section of Henley Avenue. No bollards, wands, or orca's. Without separation between cyclists and cars, the cyclists will merely THINK they are safe, whereas in reality they are not."*
  - *"These changes would make it much safer for me and my family to cycle. I really wish you could use armadillos or posts to protect mandatory cycle lanes."*
  - *"One thing I ask is that these measures aren't half arsed - a line across an unkempt pavement isn't a cycle path! Nor is a line in a road that leaves only a tiny space for cyclists and has lampposts in the middle of it like on Headington Hill."*
  - *"Use wide pavements to create some cycle lanes separate from pedestrians and other road users on Garsington, Cowley and Oxford Road."*
  - *"Cycling lanes should be well visible and continuous following the main road (not on the footpath with interruptions for every bus stop or drive way)."*
- Others commented on their concerns over how drivers would treat quickways and how well any rules could be enforced, given that **bad driving is often not penalised/punished**.
  - *"As a resident of Iffley I will tell you that motor vehicles of all sorts speed ... along that stretch of 30/20 mph limit road. There is no attempt to enforce the speed limit. Removing parking is likely to make this worse and some form of speed limitation measure would be essential."*
  - *"The 20mph limits around Oxford are already a complete joke. They are disobeyed by so many people as to make them pointless. The police don't enforce it and the council seems powerless to change it."*
  - *"The absence of parked cars is likely to encourage some drivers to disregard the proposed 20mph speed."*
  - *"Morrell Avenue is already noisy due to traffic and the traffic, including buses, already go too fast down it. By removing the parking this will get a lot worse."*

- The leading concern expressed (by 31%) even by some who supported as well as those who objected to the plans, was the difficulty of the **proposed Quickways coming at the expense of on-street parking and the need for improved parking solutions**.
  - *"There will be nowhere to park for houses without driveways or households with more than 1 car. Even for houses with driveways, there will be nowhere for visitors to park. Delivery drivers will have nowhere to stop"*

- *"If parking is removed from the roads as proposed, where are those in the area going to park their cars? The roads leading off the main routes are already constricted with parked vehicles and this proposal is only going to make it worse."*
- *"They have already removed lots of parking and the scheme proposed is removing a lot of needed parking spaces. Already the council has made those who require a car for work reasons life more difficult. I carry out work in people's houses and require machinery to be brought to people's houses. Lack of parking and blocking roads is already making work life increasingly difficult for vital businesses in Oxford."*
- *"The loss of over 600 on-street car parking spaces will have severe adverse effects on the quality of life for disabled people who are resident in those streets or in side roads leading off them."*

- There were also a significant number of other more negative views of quickways expressed by those who opposed the schemes. One of the most common was that the **schemes would cause more congestion/traffic**, expressed by 12%.
  - *"I am concerned about our street turning into a main road, and it seems to me that the row of parked cars protects us somewhat from the traffic behind them as well as reduces the noise. I would be unhappy if Church Cowley Road became any more congested."*
  - *"My main concern is about the proposed road layout changes to Iffley road around Iffley turn (document 5) - this is because it appears to me when looking at the plans that it goes down to a 1 lane which would increase traffic queues significantly, which are already very bad.."*
  - *"20MPH speed limits will NOT reduce pollution - it will increase it. The cycle lanes will cause further gridlock and will further prevent emergency services getting to incidents (which will increase due to the frustration of grid locked drivers)."*
  - *"I am generally in favour of traffic and parking management, but I fear that the proposals will make it harder for residents of Iffley village to access their homes as there will be tail backs on Iffley Road due to the new layouts, especially at the proposed new turn layout for Church Cowley Road from Rose Hill."*
  - *"Concerned that well designed arterial routes into the city are being compromised in their efficiency by over manipulation and traffic calming measures meaning they fail and cause congestion that has wide impacts."*
- One in 10 consultees (10%) felt that the proposals **would negatively affect them/ their household**.
  - *"All of these measures seem based on people who are fit and able to walk or cycle. Where are we supposed to park when taking mum to shop on the Cowley road etc. What happens to us accessing our homes, with the disturbance to our lives while these things are being put in place?"*
  - *"We already experience difficulties finding enough parking for our members and the proposed changes will only add to the difficulty in us using our Kingdom Hall. We therefore ask you to please reconsider the removal of parking bays around our Kingdom Hall."*
  - *"Removing the non-permit parking without updating the rules related to vehicle registration to account for those who cannot change the registered address of their car would make the current living situation impossible."*
  - *"The present 20mph routes are not enforced. Will future ones be? how about speed cameras etc. I would like to see pedestrian only pavements enforced too as there are too*

many cycles and scooters on them and those of us who walk have nowhere else to go -apart from being driven into vehicles."

- *"Residential Parking is already insufficient which means that as a household of three adults with two cars we cannot reliably park close to our home on Cave Street, despite paying a large sum for a parking permit. We have a new baby in the household, loading and unloading and walking with all the baby gear to a distant parking space is exhausting. Removing parking on Morrell Avenue would place additional pressure on spaces."*

- Just over a quarter (7%) commented that the **proposals have negative impact for businesses**. This rose to 19% among business owner/ representatives.
  - *"The proposals will impose further harm on the City of Oxford, Local Businesses, Trades People and hard working families. The over indulgence in the use of road markings, signage, traffic control measures etc is creating a dangerous and needlessly congested road network. The schemes will further restrict safe movement of cars, pedestrians and cyclists quickly and harmoniously across the city."*
  - *"Already the council has made those who require a car for work reasons life more difficult. I carry out work in people's houses and require machinery to be brought to people's houses. Lack of parking and blocking roads is already making work life increasingly difficult for vital businesses in Oxford."*
  - *"One of the things that makes East Oxford such a special place is the existence of independent businesses - retail and hospitality - and the removal of such parking will doubtless hit their trade. Have businesses been consulted on this matter? Has there being any attempt to evidence the likely effect on their trade of these changes?"*
  - *"Parking around the shops on Iffley Road - some parking is very helpful to the local economy."*
  - *"Loss of parking spaces will adversely affect tradespeople, maintenance businesses, delivery drivers, etc.."*
  - *"We are a local business and support in particular the idea of reduced speed limits to 20mph and cycle lanes, however we also need swift access around the city centre by car as we operate as estate and letting agents. Parking and access into certain roads is getting more difficult."*

Appendix 1: Survey Questionnaire

Oxford Quickways - TRO Statutory consultation Nov/Dec 2021

MM ref.: OXCC003_3439

Q1 **Please select one of the following that best describes the capacity you are completing the questionnaire in.**

- ❑ Local County/City councillor
- ❑ As a business
- ❑ As an individual
- ❑ As part of a group/organisation

Q2 **Please enter the name of the town/village only, where you currently live or the business/group you are responding on behalf of is based.**

_____
_____

Q3i **Please enter the name of the road only, where you currently live or the business/group you are responding on behalf of is based.**

_____
_____

Q4i **Are you happy to be contacted via the email address you have supplied to be kept informed about this consultation ?**

- ❑ Yes
- ❑ No

Q5.1 **Please select which of the following that best describes your opinion of the proposed measures being put forward on the A420 St Clements Street.**

	Support	Concerns	Object	No opinion
Mandatory Cycle Lanes	❑	❑	❑	❑
20mph Speed Limit	❑	❑	❑	❑
Waiting/Parking Restrictions	❑	❑	❑	❑

Q6 **Please select which of the following that best describes your opinion of the proposed measures being put forward on the A4144/A4165 St Giles & Banbury Road.**

	Support	Concerns	Object	No opinion
Bus Stop Clearways	❑	❑	❑	❑
Waiting/Parking Restrictions	❑	❑	❑	❑

Q7 **Please select which of the following that best describes your opinion of the proposed measures being put forward on the A4144 Abingdon Road.**

	Support	Concerns	Object	No opinion
20mph Speed	❑	❑	❑	❑

Q8 **Please select which of the following that best describes your opinion of the proposed measures being put forward on the A4158 Iffley Road.**

	Support	Concerns	Object	No opinion
Waiting/Parking	❑	❑	❑	❑
20mph Speed Limit	❑	❑	❑	❑
Mandatory Cycle Lanes	❑	❑	❑	❑
Bus Stop Clearways	❑	❑	❑	❑
Road Layout amendments	❑	❑	❑	❑

Q9 **Please select which of the following that best describes your opinion of the proposed measures being put forward on the on the B480 Cowley Road.**

	Support	Concerns	Object	No opinion
Waiting/Parking	❑	❑	❑	❑
Bus Stop Clearways	❑	❑	❑	❑
20mph Speed Limit	❑	❑	❑	❑
Zebra Crossing	❑	❑	❑	❑

Q10 **Please select which of the following that best describes your opinion of the proposed measures being put forward on the on the B4150 Marston Road.**

	Support	Concerns	Object	No opinion
Mandatory Cycle Lanes	❑	❑	❑	❑
20mph Speed Limit	❑	❑	❑	❑
Bus stop Clearways	❑	❑	❑	❑
Waiting/Parking Restrictions	❑	❑	❑	❑
Side Road Entry Treatments	❑	❑	❑	❑

Q11 **Please select which of the following that best describes your opinion of the proposed measures being put forward on the on the B4495 Church Cowley Road/Between Towns Road.**

	Support	Concerns	Object	No opinion
20mph Speed	❑	❑	❑	❑
Bus Stop Clearways	❑	❑	❑	❑
Mandatory Cycle Lanes	❑	❑	❑	❑
Waiting/Parking Restrictions	❑	❑	❑	❑

Q12 **Please select which of the following that best describes your opinion of the proposed measures being put forward on the B4495 Donnington Bridge Road.**

	Support	Concerns	Object	No opinion
20mph Speed Limit	❑	❑	❑	❑
Bus Stop Clearways	❑	❑	❑	❑
Waiting/Parking Restrictions	❑	❑	❑	❑

Q13 **Please select which of the following that best describes your opinion of the proposed measures being put forward on Morrell Avenue/Warneford Lane.**

	Support	Concerns	Object	No opinion
Bus Stop Clearways	❑	❑	❑	❑
Mandatory Cycle Lanes	❑	❑	❑	❑
Waiting/Parking Restrictions	❑	❑	❑	❑

Q14 **Please select which of the following that best describes your opinion of the proposed measures being put forward on Parks Road.**

	Support	Concerns	Object	No opinion
Bus Stop	❑	❑	❑	❑

Q15 **Please let us know the reason(s) for submitting your responses (i.e. why you are supporting or objecting to the proposals) or any other comments may have on the 'Quickways' scheme.**

_____
_____
_____
_____

Q16 **Please tick the boxes that apply to you:**

- ❑ I live in Oxfordshire
- ❑ I work in Oxfordshire
- ❑ I study in Oxfordshire
- ❑ I own/represent a business in Oxfordshire
- ❑ None of these, but I regularly visit Oxfordshire

Q17i **If you live in Oxfordshire, which is the nearest town to where you live?**

_____
_____

Q18 **Can we keep in touch?**

- ❑ Yes, I'd like to receive updates about activities on Let's Talk Oxfordshire
- ❑ Yes, I'd like to sign-up to get regular updates on the county's news, events, and developments from the council

THANK YOU FOR SPARING THE TIME TO TAKE PART IN THIS CONSULTATION.

Appendix 2: Comments Made in Response to Open-ended Questions

In this section we list the verbatim comments given by respondents in response to open-ended questions.

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	Quickway	Questionnaire Votes %	2019 flows per day	2019 flows per day Quick	2019 flows per day Quiet	Quick Current OXCRAM	Quiet Current OXCRAM	Quick Future OXCRAM	Quiet Future OXCRAM	Quick Future OXCRAM	Quiet Future OXCRAM	Total OXCRAM Benefits	Length m each side	OXCRAM Benefits over route	Serious cyclist RTA per 1000m	Slight cyclist RTA per 1000m	Serious RTA cyclists over route	Slight RTA cyclists over route	Total £million cost over 5 years Serious	Total £million cost over 5 years Slight	Casualty savings £million over 10 years (-33% casualties)	Questionnaire Votes#	OXCRAM Benefits over route per cyclists	Casualty savings £million over 10 years (-33% casualties)	Rank - votes	Rank - cyclist benefits	Rank - safety benefits	Total ratings	Rank 1= highest
OXR 4	Banbury Road	7	1582	1108	475	6.7	5.0	7.2	5.5	10,627	3,476	14,103	400	6	3.0	14.2	0.6	2.8	0.13	0.05	£0.12	7	6	£0.12	3	10	6	6.3	6
OXR CN1	St Giles	7	3000	200	1000	7.2	5.5	8.2	6.5	2,179	8,661	10,841	740	8	10.8	29.7	4.0	11.0	0.86	0.18	£0.69	7	8	£0.69	3	9	3	5.0	4
OXR 5	Parks Road (Quietway)	2	2900	1160	1740	6.7	5.0	7.2	5.5	11,129	12,755	23,884	1,700	41	0.0	0.4	0.0	0.3	0.00	0.00	£0.00	2	41	£0.00	9	3	10	7.3	7=
OXR 7	Marston Road	2	850	340	510	5.8	4.0	7.2	5.5	3,258	3,736	6,994	1,800	13	0.6	3.2	0.6	2.8	0.12	0.05	£0.11	2	13	£0.11	10	6	7	7.7	9
OXR 10	St Clement's Street	8	3700	2590	1110	6.7	5.0	7.2	5.5	24,857	8,135	32,992	650	21	1.0	8.2	0.3	2.7	0.07	0.04	£0.08	8	21	£0.08	5	5	8	6.0	5
OXR 12	Morrell Avenue & Warneford Lane	6	1300	780	520	4.3	2.5	7.2	5.5	7,484	3,811	11,295	2,600	29	2.0	10.5	2.5	13.7	0.55	0.22	£0.51	6	29	£0.51	6	4	4	4.7	3
OXR 14	Cowley Road/Oxford Road	34	1206	844	362	4.3	2.5	7.2	5.5	8,099	2,650	10,750	6,200	67	3.1	14.3	9.5	44.5	2.05	0.71	£1.84	34	67	£1.84	1	2	1	1.3	1
OXR 17	Iffley Road/Henley Road/Rose Hill	21	1628	1139	488	5.8	4.0	7.2	5.5	10,931	3,577	14,508	6,200	90	1.6	9.0	5.1	27.7	1.10	0.44	£1.03	21	90	£1.03	2	1	2	1.7	2
OXR B1	Donnington Bridge Road	3	1000	700	300	4.5	6.2	7.2	5.5	6,716	2,194	8,909	1,300	12	0.0	9.2	0.0	6.0	0.00	0.10	£0.06	3	12	£0.06	7	7	8	7.3	7=
OXR B2	Between Towns Road/Church Cowley Rd	3	600	420	180	4.8	3.8	6.0	5.0	3,355	1,196	4,551	2,200	10	0.9	6.4	1.0	7.0	0.22	0.11	£0.22	3	10	£0.22	8	8	9	8.3	10
																			5.1	**1.9**	**£4.66**	**86**	**296**	£4.66					

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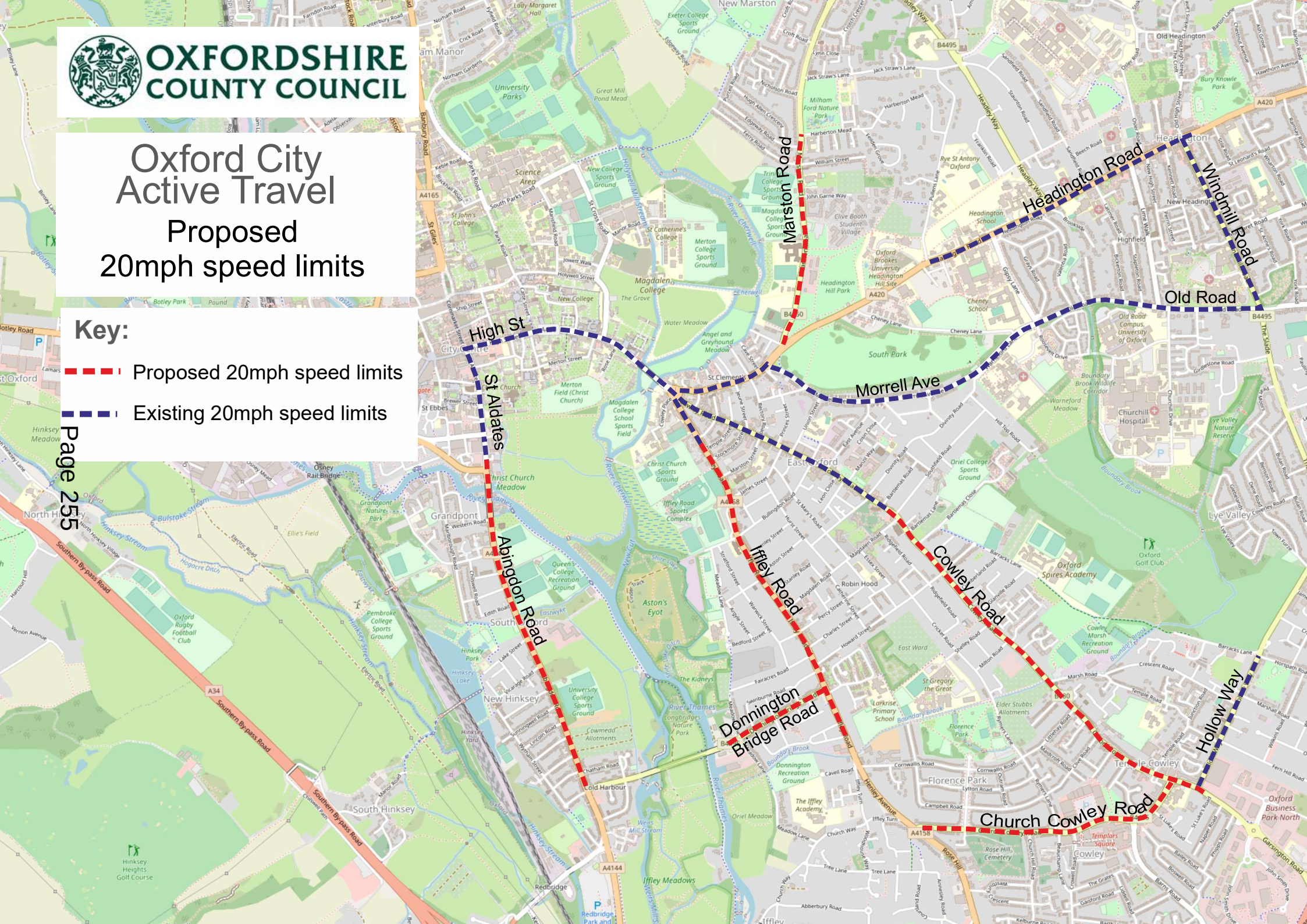
OXFORDSHIRE COUNTY COUNCIL
Oxford City Active Travel
Proposed 20mph speed limits
Key:
Proposed 20mph speed limits
Existing 20mph speed limits
Page 255
Marston Road
Headington Road
Windmill Road
Old Road
High St
St Aldates
Morrell Ave
Abingdon Road
Iffley Road
Cowley Road
Donnington Bridge Road
Hollow Way
Church Cowley Road

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Oxfordshire County Council

Equality and Climate Impact Assessment

Quickway Cycle Route Proposals

January 2022

Contents

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Section 1: Summary details

Directorate and Service Area	Environment and Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Proposed Quickway Cycle Routes and Quietway Cycle Route
Is this a new or existing function or policy?	New
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	Eight Quickways and one Quietway cycle routes in Oxford are being developed and consulted on, following funding from the Department for Transport's Active Travel Tranche 2 Fund. The Quickways aim to benefit people of all ages - including children on their journeys to school, students, residents, commuters and businesses. The proposals will benefit people with disabilities by removing car parking but by not preventing blue badge holders from parking for up to 3 hours unless there is loading or clearway restrictions in place. This could increase the amount of available space for people with disabilities to park and improve accessibility to businesses and residential properties. Also, through the provision of two new Zebra crossings for pedestrians and a general reduction in road traffic, the Quickways aim to reduce the overall number of car journeys and replace them with bicycle trips. The proposed routes will make cycling safer and more attractive for cyclists of all levels and enable a greater take up of cycling for all. The proposals also aim to assist Oxfordshire County Council's carbon emissions reductions as we

	encourage active travel for short journeys, as opposed to carbon intensive modes of travel. As designed, the proposal does not intend to discriminate or unfairly disadvantage any individual or groups within the community. However, on-street car parking spaces will be removed along the proposed quickway routes including one blue badge bay which could cause some accessibility issues for residents, businesses and people with disabilities. Blue badge holders will still be able to park along the routes for a period of 3 hours whilst displaying the parking clock unless there is loading or clearway restrictions in place. The aim of the quickways is to contribute to the creation of a city that is sustainable, accessible and beneficial for all. Improved measures are proposed along routes where cyclists and pedestrians will have improved facilities, greater priority and segregation from motorised traffic, making cycling and walking a more viable and attractive option. The measures are proposed as an effective means of promoting walking and cycling, as part of the council's objectives of improved public health, reduced traffic congestion, tackling climate change and improving air quality. East Oxford in particular was identified in the Local Cycling and Walking Infrastructure Plan as an area lacking cycling facilities and poorly served by connectivity to the city centre and surrounding area.
Completed By	Mike Cooper, Senior Transport Planner
Authorised By	Eric Owens, Assistant Director: Environment and Place
Date of Assessment	23 July 2021

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	Walking and cycling are not only good for our physical and mental health but have benefits for the whole community through improved air quality, reduction of traffic congestion and noise, and other factors. Switching more journeys to active travel will improve overall health and quality of life, and the local environment. These are substantial wins that benefit not only individuals, but the whole community. In response to COVID-19, the DfT launched two funding streams for active travel with a third tranche to which the County Council submitted a bit in October 2021. This project is in response to the second round of funding announced in November 2020. The aim of this funding is to support active travel interventions that will meaningfully reallocate road space for cyclists and develop both cycling and walking as an attractive alternative mode of travel for short journeys, while also encouraging public transport use. The promotion of active travel also has many health benefits, including tackling obesity and reducing preventable illnesses. According to the DfT Gear Change and Public Health England "A bold vision for cycling and walking" publication 2020, physical inactivity is responsible for 1 in 6 deaths in Britain and costs £7.4 billion a year to business and wider society. Oxfordshire County Council is proposing seven Quickways in the east Oxford area and one Quickway for St. Giles/Banbury Road and one Quietway along Parks Road both of which are proposed to the north of Oxford city centre. The aim of a quickway is to make it easier and quicker for people to cycle along the proposed routes which include the following roads: • St Clement's Street • Morrell Avenue • Marston Road

	• Cowley Road • Iffley Road • Donnington Bridge Road • Church Cowley Road/Between Towns Road • St Giles/Banbury Road • Parks Road (Quietway)
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The Quickway routes proposed will include measures that are designed to improve cyclist accessibility, speeds and safety. Where appropriate they will include all or a combination of the following measures: • Cycle lanes up to 1.5 metres wide where possible • Advanced stop lines (ASLs) at all junctions and crossings • Zebra crossings • Elephant's feet (road markings that define a cycle crossing at a junction) • Wands and orcas (features which provide light segregation for cycle lanes and other traffic) • Yellow box highway markings • On-street car parking removal • Cycle symbols Quietways are well-connected cycle routes, with similar principles as quickways but following highway routes

	with lower traffic activity and are less direct. Prior to going to the public and businesses in the vicinity of the proposed routes, from June 2021 Oxfordshire County Council began consultations with statutory stakeholders that included members (city and country council), Thames Valley Police, ambulance service, fire brigade, bus operators, cycle groups, resident groups and ODS refuse service amongst others. Consultation with these key stakeholders helped form the quickways proposals being presented to the public and local businesses and will continue as part of the communications and engagement strategy throughout the quickways development process. After the initial public and business consultation exercise, the Quickway proposals were refined further before going forward for Traffic Regulation Orders in November and December 2021 where further statutory consultation was be undertaken. A final quickway programme will be presented for Cabinet Member decision in January 2022. Dates for consultation and scheme delivery: • 20 September 2021 - Public consultation on proposed Quickway schemes opens • 31 October - Public consultation on proposed Quickway schemes closes • 11 November TRO public consultation starts • 17 December TRO public consultation ends • 27 January 2022 - Council decision based on officer recommendations following consultation • March 2022 work commences on site.
Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the	In line with government guidance and our statutory obligations Oxfordshire County Council will be undertaking monitoring and cycle counts if the proposals are implemented. The county council has been monitoring air quality since March 2021, while city council data has been ongoing pre-Covid-19. Key roads, such as Cowley Road, Iffley Road and Morrell Avenue have been monitored since early 2019 and remain ongoing. It is proposed that monitoring on all the approved and installed quickways will be undertaken using permanent automatic traffic counts from July/August 2022. Stakeholder workshops were conducted in May and June 2021 to identify the key principles to work to and discuss possible options on how we consult the wider public and businesses on the Quickway proposals.

judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.	Oxfordshire County Council will undertake a consultation in late September/October for stakeholders, businesses and the general public. The consultation will include a questionnaire survey for responders to give their feedback. The final questions of the survey ask for demographic details to understand whether there are any equality issues. We will be able to analyse the data according to equalities groups. Where there is a significant discrepancy in support or objection between groups, it is considered important to understand the reasons. Further comments will be provided in an accompanying report to the county council's Cabinet Member for decision on Thursday 27 January 2022. The report will also include the results of the TRO consultation will be undertaken between 11 November 2021 and 17 December 2021.
Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	Oxfordshire County Council is currently looking at measures to promote active travel. To incentivise active travel i.e. cycling, e-scooters and walking within the east Oxford area, the proposed Quickways are aimed at providing real transport choices. Evidence from Public Health England shows that well designed, accessible cycle routes and pedestrian facilities can encourage people to walk or cycle more as part of their daily routines, leading to a healthier lifestyle. Streets that have less traffic can encourage people to spend more time in an area and thus provide economic benefits, for example for local retail. By introducing new routes that make cycling safer and more attractive for cyclists of all levels we will enable a greater take up of cycling. To achieve behavioural change towards active forms of travel, we must provide the infrastructure to support people to change their travel habits.

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	**No Impact**	**Positive**	**Negative**	**Description of Impact**	**Any actions or mitigation to reduce negative impacts**	**Action owner*** (*Job Title, Organisation)	**Timescale and monitoring arrangements**
Age	☐	☒	☐	Allows all ages to cycle safely along the proposed Quickways which will increase sustainable travel within the area. Increased number of Zebra crossings will encourage more walking and improve safety for pedestrians. E-scooters will be able to use proposed cycle routes, as it is illegal to travel using pavements.		PLEASE ADD A NAME OR ANONYMOUS JOB TITLE HIN THIS COLUMN SO PEOPLE KNOW WHERE THIS WORK SITS	Implementation of new TRO from March 2022, monitoring from June 2022

Disability				The Quickways will remove on-street car parking but retain blue badge parking for the allotted 3 hours. Thus, the amount of space available for blue badge holders is significantly increased improving options and accessibility. One residential blue badge space will be removed on Iffley Road. However, contact with the property who originally requested the space have stated it is no longer required. Residents with mobility concerns who had car parking permits for some of the Quickways will have to park on side roads. This could give them a longer distance to walk to their property. The cycle routes are expected to make	Monitoring of the parking situation on side streets is proposed. Additional blue badge spaces on the side streets could be provided going forward.		Implementation of new TRO from March 2022, monitoring from June 2022.

Gender Reassignment	☒	☐	☐	Not applicable			
Marriage & Civil Partnership	☒	☐	☐	Not applicable			
Pregnancy & Maternity	☒	☐	☐	Not applicable			
Race	☐	☒	☐	The breakdown of respondents is not known at this stage.	Easy Read version produced to consult with diverse groups and those who have literacy or language needs.		

Sex	☐	☒	☐	There is evidence from Sustrans that some people do not feel safe and are hesitant to start or restart cycling. The aim of introducing the Quickways along the proposed routes will make cycling safer and more attractive for cyclists of all levels and enable a greater take up of cycling irrespective of sex.			
Sexual Orientation	☒	☐	☐	Not applicable			
Religion or Belief	☒	☐	☐	Work with various religious groups to ascertain their views on the Quickways proposals.	Through the public consultation process in September/October and the TRO consultation in November/December.		Implementation of new TRO from March 2022, monitoring from June 2022.

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☒	☐	☐	Not applicable			
Armed Forces	☒	☐	☐	Not applicable			
Carers	☐	☒	☒	Whilst the routes are being installed there may be some delay in travel journeys for carers and it could take longer to access their destination. After Quickway implementation there may be a reduction in vehicle traffic along the proposed routes as people start to consider alternative modes, thus improving carers' journey times. The Quickway schemes support the aims and objectives of Connecting	Continuously monitor scheme via the public perception survey's	Innovation Hub	Implementation of new TRO from March 2022, monitoring from June 2022.

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				Oxford, which is a strategic approach to reduce traffic in and out of Oxford. Connecting Oxford is currently being developed and will significantly reduce traffic on these routes.			
Areas of deprivation	☐	☒	☐	People in areas of deprivation are more reliant on bus and less on car. The main purpose of the scheme is to improve the cycle routes to these areas, which in turn should be of benefit to bus operators and passengers. The county council will continue to work with bus companies to maintain service levels and encourage bus use in			Implementation of new TRO from March 2022, monitoring from June 2022

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				line with Connecting Oxford.			

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Other Council Services	☒	☐	☒				
Providers	☒	☐	☐	If journey times were to increase over a sustained period it could have a negative impact on SEN school transport (see Disability section)	Continuous communication and monitoring of service		Implementation of new TRO from March 2022, monitoring from June 2022.
Social Value [1]	☐	☒	☐	Interaction within community, feeling safer to cycle			Implementation of new TRO from March 2022, monitoring from June 2022

[1] If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 3: Impact Assessment - Climate Change Impacts

OCC aims to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to climate change impacts?

	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Energy use in our buildings or highways	☐	☒	☐	Compared to pre-July 2019 reference point, Measures will encourage modal shift to sustainable travel modes especially cycling and thereby set a benchmark for further progress			Implementation of new TRO from March 2022, monitoring from June 2022
Our fleet	☐	☒	☐	Compared to pre-July 2019 reference point, Measures will encourage modal shift to cycling and thereby set a benchmark for further progress.	Ensure that routes are understood by staff using motorised transport so that journey lengths are minimised		Implementation of new TRO from March 2022, monitoring from June 2022

Staff travel	☐	☒	☐	It will encourage cycling to work for those that live and work in Oxford.			Implementation of new TRO from March 2022, monitoring from June 2022
Purchased services and products (including construction)	☒	☐	☐	Not applicable.			
Maintained schools	☐	☒	☐	It will encourage more children to walk or cycle and thereby increase health and attention levels			Implementation of new TRO from March 2022, monitoring from June 2022

We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Enable carbon emissions reduction at district/county level?	☐	☒	☐	It will encourage cycling and less car trips, therefore reducing pollution and CO2. Will also act as a mechanism to influence driver behaviour, by reducing the ease of journeys by private car thereby incentivising consideration of other modes.			Implementation of new TRO from March 2022, monitoring from June 2022.

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	**December 2021**
Person Responsible for Review	**Mike Cooper, Senior Transport Planner, Growth and Place**
Authorised By	**Eric Owens, Assistant Director for Growth and Place**

Divisions affected: *Jericho & Osney, Cowley, St Clements & Cowley Marsh, Churchill & Lye Valley, Iffley Fields & St Marys, Marston & Northway*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 27 JANUARY 2022

OXFORD VARIOUS LOCATIONS – PROPOSED EXCLUSION AND AMENDMENTS TO ELIGIBILTY FOR PARKING PERMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the following proposals in respect of eligibility for parking permits:

   a) Central Area (B) - exclude No. 1 Lower Fisher Row from eligibility to apply for residents & visitor permits,
   b) Cowley Centre (East) - exclude No. 26 Boswell Road from eligibility to apply for residents & visitor permits,
   c) Divinity Road - limit No. 195 Divinity Road from eligibility to apply for 1 residents permit each plus the standard allowance of visitor permits,
   d) Headington West (B) - exclude No. 66 Valentia Road from eligibility to apply for residents & visitor permits,
   e) Lye Valley - exclude No. 105 Bulan Road from eligibility to apply for residents permits,
   f) Magdalen North:
      I. exclude No. 179 Iffley Road from eligibility to apply for residents permits, and
      II. exclude Nos. 220-222 Cowley Road from eligibility to apply for residents & visitor permits
   g) Marston North - exclude No. 58 Raymund Road from eligibility to apply for residents & visitor permits, and
   h) Wood Farm - exclude No. 9a (only) Pauling Road from eligibility to apply for residents & visitor permits. No. 9 Pauling Road to retain existing eligibility.

Executive summary

2. This report presents responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits as a result of the development of properties for residential purposes and the associated conditions within the planning permissions granted by Oxford City Council.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent properties

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes.

Consultation

6. Formal consultation was carried out between 18 November and 17 December 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local Oxfordshire County and Oxford City Councillors. Additionally, letters were sent to approximately 380 properties in the immediate vicinity of the various properties.

7. 5 responses were received during the formal consultation. 1 objection (covering all proposals), 2 in support and 2 non-objections.

8. The responses are shown at Annex 1 with copies of the original responses available for inspection by County Councillors.

9. Thames Valley Police & the Oxford Bus Company did not object.

10. The one objection (covering all proposals put forward) believed that limiting eligibility to parking permits wasn't a good idea. No further reasoning in support of that comment was provided.

11. The resident of No.9 Pauling Road confirmed that the exclusion relating to permit eligibility should only apply to the newer property, i.e. No. 9a Pauling Road, with No. 9 retaining its current eligibility to apply.

BILL COTTON
Corporate Director, Environment and Place

Annexes Annex 1: Consultation responses
Contact Officers: Tim Shickle 07920 591545

January 2022

ANNEX 1

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No Objection**
(2) Oxford Bus Company	**No objection** – has no concerns with these proposals.
(3) Resident, (Cumnor Hill, Clover Close)	**Object** – not a good idea.
(4) Local Resident, (Oxford, Bulan Road)	**Support** – If we are to get control over car use in the city we need to limit not only car use coming in but also the need to have one when living in Oxford.
(5) Resident, (Beckley, High Street)	**Support** – *no comments provided.*

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Divisions affected: *Jericho and Osney*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 27 JANUARY 2022

OXFORD - ST MICHAELS STREET: PROPOSED PERMANENT PROHIBITION OF VEHICLES AT EAST END OF STREET

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the prohibition of all vehicles from its junction with Cornmarket Street westwards for approximately 50 metres but as an experimental rather than permanent order noting the concerns raised. This would allow potential actions to mitigate the impact of the closure on cyclists to be investigated – as set out in paragraph 12.

Executive summary

2. This report presents responses received to a statutory consultation on a proposal to make permanent the provisions of a temporary traffic regulation order (made under the Department for Transport COVID regulations) prohibiting all vehicles using the 50 metre length of the street west of its junction with Cornmarket Street to enable outdoor seating to be provided for the adjacent hospitality businesses. This proposal has been received from Oxford City Council's Business Liaison Officer at the request of the adjacent businesses with the intention - should the proposal be approved – for the permanent measures to be in force before the expiry of the current temporary order on 3 March 2022. Exemptions to the restrictions would apply to emergency service vehicles and for vehicles requiring access to adjacent premises.

Financial Implications

3. Funding for consultation on the proposals has been provided by Oxford City Council, who will also fund implementation should they be approved including modifications of the layout to facilitate the passage of wheelchairs and pedal cycles which are being pushed along the length of the proposed restriction. Potential ameliorative actions identified in this report would require staff resources and additional funding.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals. The proposal includes a commitment for the detailed

layout to be amended to facilitate the passage of wheelchairs and pedal cycles which are being pushed along the length of the proposed restriction.

Sustainability Implications

5. Whilst assisting local businesses, the proposals raise issues for sustainable modes of transport.

Consultation

6. Formal consultation was carried out between 11 November and 10 December 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Oxford City Council, pedestrian and cycle groups and local County and City councillors. Additionally, street notices were placed on site in the immediate vicinity and letters sent directly to approximately 100 properties in the area.

7. Seventy-three responses were received during the course of the consultation period. 25 in support (34%), 17 objecting (23%), 29 expressing concerns (40%) and two neither supporting nor objecting. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

8. Thames Valley Police expressed no objection to the proposals providing the burden for enforcement does not fall to the Police.

Wider policy issues

9. St Michael's Street, combined with Ship Street, is an alternative cycle route for cyclists across the city in an East-West direction when Broad Street is closed to cycle traffic for an event such as the Christmas Fair. Thirty nine of the 44 concerns or objections raised by respondents related to access by cycle through the street.

10. Comments included that there are only two east-west cycle routes across Oxford city centre and both these routes have challenges. Eight respondents mentioned that Queen Street is closed all day and thirteen specifically mentioned that Broad Street is frequently obstructed by markets and events. Three mentioned that St Michael's Street was on the designated safe cycle route for children going to Swan School.

11. The Oxford Local Cycling and Walking Plan (LCWIP) sets a target to increase cycling in Oxford by 50% by 2031. Cycle improvements are based on creating a comprehensive and continuous cycle network including cycle routes across the city centre. In particular, the most direct link from Oxford train station to East Oxford and Headington passes through the city centre.

12. One approach to the TRO could be to delay the decision to allow more time for actions to be explored in response to the issues raised regarding the role

of St Michael's Street in the east-west cycling options. These could include at least a review the use of Broad Street and to declare it a priority route for cycling open to cyclists continuously without any interruption, so that it is only closed to cycling in exceptional circumstances. This would require events such as the Christmas Market to accommodate a cycleway of suitable width.

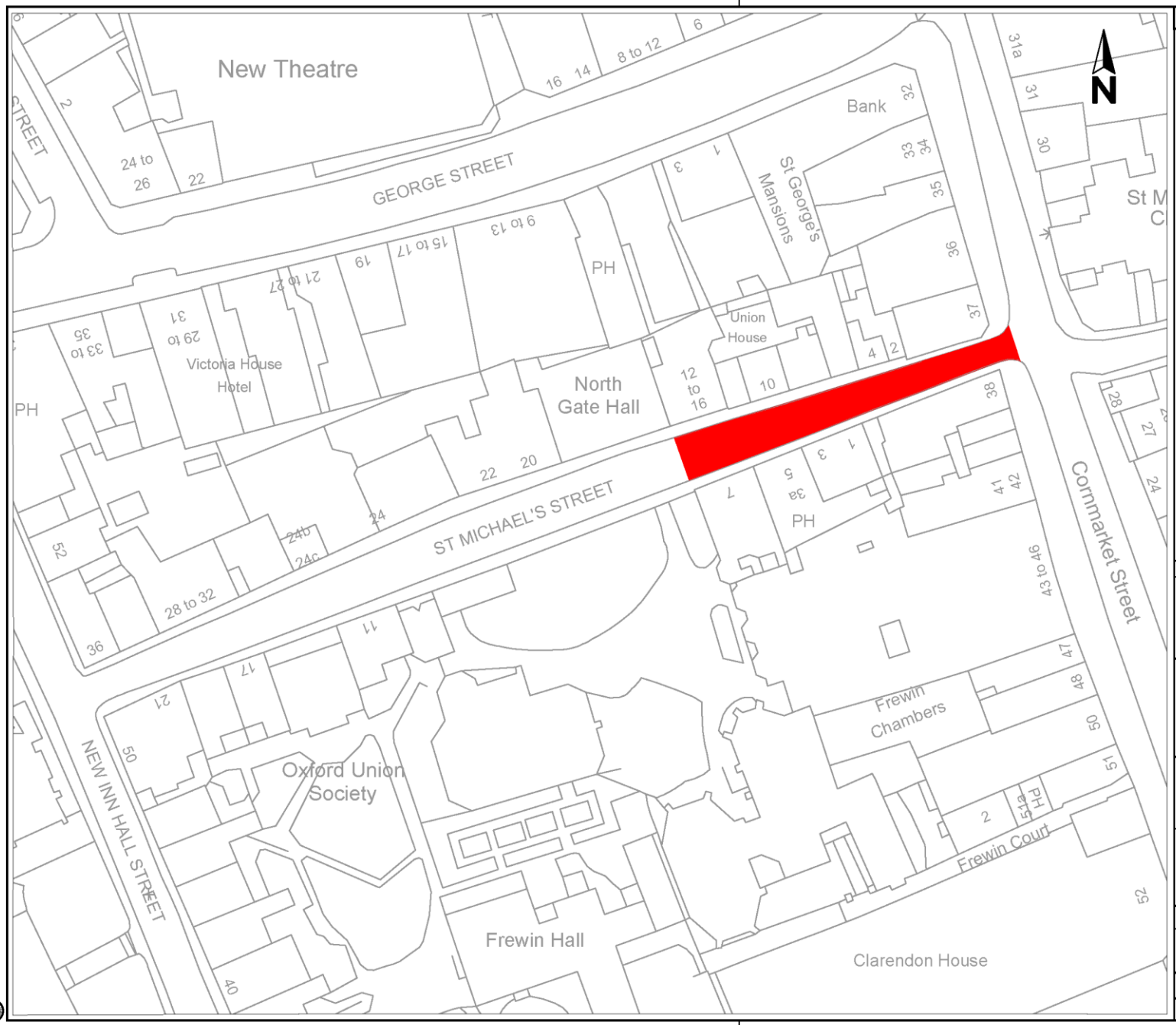
13. It is also considered that plans for individual streets, other than short-term/temporary schemes, should be developed within an agreed framework for how those streets will function for different modes.

14. Delaying approval, however, would mean that outdoor seating would cease from 4 March. In view of this, it is recommended to proceed with an experimental Traffic Regulation Order with the same provisions as the proposals as advertised but with the experimental order being very easily modified or terminated as further work progresses on cycle provision in the city centre and also taking account of the modification of public health advice and restrictions during the current pandemic, which may impact on the adjacent hospitality businesses.

BILL COTTON
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan Annex 2: Consultation responses
Contact Officers:	Tim Shickle 07920 591545 Ben Smith 073920318877

January 2022



Drawing No. | Revision 0

Key

Prohibition of Vehicles

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Bill Cotton
Corporate Director for Enviroment and Place Communities
Oxfordshire County Council
County Hall
Oxford
OX1 1ND
Tel: 0345 310 11 11
Fax: (01865) 241577

Project title

PROHIBITION OF VEHICLES

Drawing title

OXFORD
ST. MICHAEL'S STREET

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 11/21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision 0

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ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection** – In principle I do not object providing the burden for enforcement does NOT fall to the Police. Our priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face. Perhaps you could confirm what measures will be included to ensure this restriction is self-enforcing, again looking towards the new powers afforded to you by Part 6 of the Traffic Management Act. I understand that many like restrictions within the City suffer poor compliance by the two wheeled motor vehicle and this needs to be addressed if pedestrian safety is to be achieved.
(2) Local County Cllr, (Jericho & Osney division)	**Support** - The pedestrianisation has greatly benefited local businesses. It has also made the street much pleasanter for pedestrians and cyclists, with much better air quality. It will encourage active travel and I hope it will provide more space for cycle parking.
(3) Oxford City Cllr, (Holywell ward)	**Support** – I'm writing to you to formally support the proposal to make permanent the motor vehicle exclusion on the eastern end of St Michael's Street. I hope that the consultation is successful and that we can keep the increase in our pedestrianised area.
(4) Oxford City Cllr, (Carfax & Jericho ward)	**Support** – The TTRO has not only benefitted local businesses, but it has improved safety for pedestrians. It has also had a hugely positive impact on the atmosphere of the street, highlighting the benefits of a vehicle-free city centre. A number of local residents have expressed their support to me for the increased seating for local businesses and square-like quality it affords the city centre (with reference to this and similar schemes).

(5) Local County Cllr, (University Parks division)	**Support** – I fully support this as I have heard only good things about the pedestrianisation of the street and the use of table licenses. I note that the order allows for the street to be used by cyclists who are wheeling their bikes, which is good. I have two questions: 1. Are the table licenses presently only until 6? 2. Presumably the exemptions are basically moot when tables are out during the day, as they block the road? I suppose traffic will plunge down further when the ZEZ finally comes in.
(6) Local group/organisation, (Unlimited Oxfordshire)	**Object** – Unlimited Oxfordshire is a Disabled People's Organisation run by and for disabled people. We object to the proposed order. The county council's statement of reasons says that the proposed order ... 'is being introduced to facilitate the continued safe use of tables and chairs by the adjacent hospitality businesses.' We have collected evidence to support our objections. We have visited this location on several occasions whilst the current order was in force. We visited at different times of year and in different weathers. We have had discussions with City and County Council offices. The current arrangements are in our view unsatisfactory and potentially hazardous. They do not in our view facilitate the continued safe use of tables and chairs by the adjacent businesses. Both of the footways are narrow and at different points slope down towards the carriageway. Both are frequently obstructed. We are aware that officers have spoken to individual members of staff at different businesses, but the obstructions return. Clearly the message has not got through to every member of staff at every business and nor is it likely to. In addition, there is a particular hazard on the southern footway where there is an open and steep set of steps leading down to a cellar (Three Goats Pub). The nature of these footways and of this street is that before the making of the order, wheelchair users, visually impaired people and other people with mobility and sensory impairments would have use the carriageway rather than at the footway. Potential revisions to the scheme – Our objections would be met by the provision of a suitably wide entrance to the area with tables and chairs between the planters at either end of the area. This would be supplemented with a clearly cordoned off route down the centre of the carriageway for wheelchair and mobility scooter users and other people who need unimpeded access. This would have the benefit of allowing easy access to the outdoor seating whereas at present such access is difficult. In our view this could be achieved by an amendment to the draft order making provision for such a route together with appropriate signage and perhaps road markings.

(7) Local group/organisation, (Cyclox)	**Object** – While supporting the removal of motor vehicles we are concerned that the closure will remove on more east-west route for cycling across the city centre. In the run up to Christmas closure of the west end of Broad St for Christmas market means losing all east-west routes. Ship Street and St Michael's Street offered an unsatisfactory alternative but with the closure of St Michael's St there are no routes available. While the markets and other events occupy the west end of Broad Street we wish to see a clearway for cycling in Broad St. If cyclists have to use Market St and can't use St Michaels Street then cyclists must be allowed to use the north end of Cornmarket between George St and Ship St. We therefore object to the closure in the absence of an alternative east-west provision for cyclists.
(8) Local Resident, (Oxford, Beaumont Rd)	**Object** - Broad St will be closed and Queen St is always closed to cycles so there will be no East West cycle route.
(9) Local Resident, (Oxford, Belvedere Road)	**Object** - Access is denied for delivery services and other transport hubs
(10) Local Resident, (Oxford, Boundary brook Road)	**Object** - Will cause heartache first for the residents getting to and from their homes also will cause major problems for other road users and will cause traffic pollution and congestion in other places causing traffic pollution in those areas
(11) Local Resident, (Oxford, Charlbury Road)	**Object** - I object because the route East<>West across the city centre needs to be kept open at all times, 24/7/52, for micro-mobility vehicles that are ridden. Riders should not be forced to dismount because of this TRO. I also object because the proposed regulation is ambiguous and badly drafted. Regarding the drafting: Proposed 46 (1) as drafted does not apply to pedal cycles or unpowered scooters, since they are not "motor vehicles". So why does 46(2), which would specifically *permit* pedal cycles, scooters and e-scooters to be *pushed* through the prohibited zone, but not *ridden/driven*, need to mention pedal cycles and unpowered cycles? If the intention *is* to prevent pedal cycles being ridden through the prohibited zone, then I *object strongly*, because: St Michael's Street is an essential artery EAST<>WEST through central Oxford when parallel routes are closed to pedal cycles and scooters. It links East Oxford with, for instance, the Rail and Coach stations, and other destinations in central and west Oxford. I use it from time to time myself, so this is a personal issue for me as well as a policy issue Nowadays parallel routes become blocked to cycles quite often during the year, for example when market stalls block Broad Street at the Christmas festival or at frequent other times. Queen Street is not an alternative because cycling is prohibited there between 10 a.m. and 6 p.m. daily: ditto Cornmarket, so the alternative of cycling to the George Street

	junction to reach George Street is prohibited in the daytime. If proposed 46 (1) means what it says in the draft TRO, then I nevertheless still *strongly object* because e-bikes and e-scooters will be caught by the TRO and will be prevented from being ridden, even though riding of pedal cycles or unpowered scooters would be allowed because not motorised. Electric-assist cycles and scooters should not be penalised in this way I *strongly object* to taxis being exempt from the TRO. See proposed (46A (2) (a)). Many of them are still very polluting. Also, even if they comply with the future ZEZ regulations, a vehicle the size of a taxi will be much more disruptive of on-street tables and chairs put out by hospitality businesses than any micro-mobility vehicle would ever be. I also object to "exempt vehicle" in proposed 46A (2) (b) not being defined.
(12) Local Resident, (Oxford, Crescent Road)	**Object** - There are only 3 west-east cycle routes across Oxford City Centre, e.g. for all the residents of East Oxford going to the train station. You can't cycle along Queen Street all day 10am -6pm so that leaves 2 The council permits events in Broad Street (such as Xmas fair) which block the whole route so that leaves 1. St Michael Street - ship Street is often the only way east-west for cycling. Now that is blocked, cyclists have no route across the city centre. Has an assessment of the impact on cycling been undertaken?
(13) Local Resident, (Oxford, Cricket Road)	**Object** - St. Michaels Street is a safe cycle alternative to George Street and a mandatory marked cycle lane should be maintained here. It can be done with suitable barriers beside tables and chairs.
(14) Local Resident, (Oxford, Cumnor Hill)	**Object** - This road should remain open at all times for cyclists. St. Michael's Street has been a public thoroughfare for over 1200 years, since the Saxon burgh was founded, and should not be closed to all traffic just for the benefit of an adjoining business. I agree with closure to motor vehicles as they would emerge into Cornmarket which is (and should remain) closed to all vehicles because of the overriding public benefit that results.
(15) Local Resident, (Oxford, Florence Park Road)	**Object** - Documents mention prohibition of motor vehicles but also seem to be prohibiting cyclists from cycling down the street. I'm happy to ban motor vehicles but this must be kept open for bikes to be ridden - not pushed. There are so few ways to cycle across the city by bike. Active travel is good and should be encouraged. Every time a cyclist has to get off their bike, or can't get from A to B without a big detour round C, or getting off and pushing past pedestrians,

	tables, etc. deters people from cycling. It's also unpleasant for pedestrians and those dining - a person pushing a bike takes up a lot of room. Don't make it any harder than it already is to cycle around the city. Good through routes make much more of a difference to encourage cycling than any number of painted lines or other gimmicks.
(16) Local Resident, (Oxford, Home Close)	**Object** - I object, because the current arrangement has blocked the road for bicycles, for whom it is one of the few East-West routes, and made it difficult for pedestrians, especially vulnerable pedestrians in wheelchairs, for whom it is effectively blocked because of the obstructed street and narrow footways. I would in principle support the prohibition of motor vehicles, but sadly not in its current state, in which the road is entirely blocked.
(17) Local Resident, (Oxford, Howard)	**Object** - The removal of the only quiet E-W cycling route in the city centre is completely unacceptable. If cycling is allowed on Queen St and the buses/taxis are shifted from George St to Beaumont St, then blocking the St Michaels cycling route would be acceptable. Anyone supporting this needs to cycle at busy times of day on Broad St (or St Aldates to reach Pembroke St) with a small child alongside.
(18) Local Resident, (Oxford, Hugh Allen Crescent)	**Object** - Oxford is meant to be a cycling city - this for as long as I have lived in Oxford was a main cycling route through the city and relatively car free. it is almost now impossible to walk a bicycle through the area due to the tables and chairs that block the way.
(19) Local Resident, (Oxford, Hunter Close)	**Object** - Loss of disabled parking
(20) Local Resident, (Oxford, Magdalen Road)	**Object** - I am happy with the prohibition of motor vehicles (and long may it continue) but I don't appreciate the street also being closed for cycling. It is a good route for avoiding George Street if you aren't a confident cyclist and fear being squished by a bus.

(21) Local group/organisation, (Oxford, Southfield Road)	**Object** - Given the closure of the west end of Broad St for the Christmas market, there will be no east-west cycle route through the City. This is likely to be the case at other times of year also when there are events in Broad Street. Market Street and St Michael's Street are generally difficult to navigate on a bike owing to the need to cross Cornmarket and the cafes on St Michael's. With the closure of St Michael's St there are no cycle routes available.
(22) Local group/organisation, (Oxfordshire Cycling Network)	**Object** - We support the prohibition of motor vehicles to create a space for the public to enjoy the space and dine, but object to implementation on the current basis as there are problems with the current layout. * Most importantly, it is effectively impossible for people with wheeled mobility aids such as wheelchairs or mobility scooters to navigate the space and get from St. Michaels Street to Cornmarket Street. * It is very difficult to get through the space with a buggy or pram, particularly if another is coming the other way. (See https://twitter.com/OxfdPedestrians/status/1461675490834624515) * We need at least one safe, motor-free or fully segregated East-west cycling route across Oxford. This, with Ship Street (and onward) is a candidate. Others are George Street/Broad Street or Queen St/High St. Which is it to be? This would be quick to implement if the eating area allowed space for cycles to pass and there was a cycle lane permitted across Cornmarket Street. (We prefer George St/Broad St)
(23) Local Resident, (Oxford, Hugh Allen Crescent)	**Concerns** - Only motor vehicles should be blocked. Cycles, wheelchairs, buggies, scooters, and skateboards should be allowed. The block should be designed such as to not block those type of vehicles.
(24) Local Resident, (Oxford, Norreys Avenue)	**Concerns** - As Cornmarket is closed after 10am till 6pm - this is the obvious quiet route for a cyclist to get through the city from the south. There needs to remain a dedicated cycle lane cordoned off on one side, with the rest then for pedestrians and the outdoor eaters. There should be room for both. I regularly cycle along New Inn Hall Street, turn right onto St Michael Street cross Cornmarket and down Ship Street. Whilst I support the outdoor eating, no thought is given to where cyclists go even if we dismount. Often I have two heavy panniers of shopping or stuff on either side of my bike and bumping up onto a curb (as to turn into a pedestrian I have to do this if the pavement is lowered). I then have to wiggle my way through the people eating, feeling like an unwelcome person. When in fact I am not using my car to get around Oxford. There just need to be segregation and a way of getting along the street (particularly as there is a bike shop and bike racks there) without having to become a pedestrian and push the bike.

(25) Local Resident, (Oxford, Belvedere Road)	**Concerns** - Blocks one of the few east - west cycle route across central Oxford. Although I'm supportive of such closures normally. My objection would be removed if the annually really annoying placement of the Christmas market on Broad Street was moved from the narrowest point (and hence blocking the easiest east west cycle route) to one of the wider bits. Broad Street has far too many acres of tarmac (I'd rather it was a bit of park - permanent 'meadow' please!) but as it is all tarmac there is huge scope to allow the Christmas market to be repositioned in a way that doesn't deliberately block this cycle route. And then do close off St Michaels Street as it's much less ideal cycle route as it's narrowness means it not a really a good place to mix cyclists and pedestrians.
(26) Local Resident, (Oxford, Boults Lane)	**Concerns** - As a 90-year-old I need to avoid motor traffic as much as possible. If cycling from east to west - e.g. from Marston to Westgate - much the least dangerous is via Parks Road - Broad Street - Turl St - Market St - St Michael's Street - New Inn Hall St. Severing this at St Michael's Street will be disastrous.
(27) Local Resident, (Oxford, Briar Way)	**Concerns** - I am concerned about the prospect of a useful east-west route through the city being closed to people on bikes. This is a particular issue when Broad Street is closed for markets.
(28) Local Resident, (Oxford, Bullingdon Road)	**Concerns** - I support the road being closed to cars, vans and mopeds but I think that pedal bikes should still be allowed to use this street to promote active travel.
(29) Local Resident, (Oxford, Burrows Close)	**Concerns** - While I support barring motor vehicles as per the TRO, I would like to see 46. (1) a amended to permit pedal cycles to be ridden through the entire length of St Michaels Street - in as far as is reasonable, I would like to see the council maximise provision for cycling instead of driving.
(30) Local Resident, (Oxford, Cordrey Green)	**Concerns** - I support the road being closed to motor vehicles but not bicycles. With bikes blocked from using Queens St in office hours there are few routes in that direction abs closing St Michael's street would remove a relatively safe cycle option.
(31) Local Resident, (Oxford, Cornwallis)	**Concerns** - this only favours some Commerce, not to the population that needs to travel along the path that today is full of tables in the street!

(32) Local Resident, (Oxford, Cosin Close)	**Concerns** - i am a wheelchair user. one side of the whole length of this road must be kept clear for wheelchair users and partially sighted people. the pavements are too narrow and often blocked by bikes or other stuff like A boards or shop stuff. impossible to social distance on pavements.
(33) Local Resident, (Oxford, Crescent Road)	**Concerns** - In general I support the proposal (and have used the space provided for outdoor dining myself) - but I think that a through route should be constantly maintained for people with buggies, wheelchairs, cycles etc.
(34) Local Resident, (Oxford, Elm Tree Close)	**Concerns** - The lack of provision to allow cyclists to pass through this section is problematic. This is especially true when cyclists are being diverted via Ship Street (to accommodate the closure of Broad Street - currently for the Christmas market), as the current diversion path requires cyclists to return to George Street via Cornmarket street, but cycling is prohibited on Cornmarket Street 10am-6pm. It would make far more sense for cyclists to be able to traverse this closed section of St Michael's Street, as this would only require cyclists to cross the pedestrianised street, rather than to cycle along Cornmarket Street.
(35) Local Resident, (Oxford, Grove Street)	**Concerns** - I support reduction of motor vehicles in St Michael's Street. However, there needs to be space for disabled people and pedestrian to get through. Also, there needs to be consideration of east-west cycle routes through the city centre. When Broad Street is also blocked (as it is now) there is a long diversion for cyclists who are trying to get through the city centre.
(36) Local Resident, (Oxford, Hill Top Road)	**Concerns** - The route from High St to Worcester St is quite difficult by bike, one good possible route would be by Ship St and St. Michaels St. The route out of Broad St to George St is quite difficult as it is frequently blocked by buses or taxis who assume priority. During Covid I was more than happy to see the St supporting local business, now I would like to see good use of the limited infrastructure to support cycling if possible.
(37) Local Resident, (Oxford, Howard Street)	**Concerns** - There does not appear to be any joined-up thinking between the County and City on how to provide E-W and N-S routes for cyclists across the city centre. For E-W, Queen Street and Cornmarket are prohibited 10am-6pm every day, Broad Street is regularly blocked by events, and St. Michael Street is now proposed for closure. The only reliably open E-W routes from the High Street to the Botley Road then are either St. Aldates - Pembroke Street – St. Ebbes - Queen Street, or Parks Road - Museum Road, Lamb & Flag Passage, St. Giles, Beaumont Street; neither is great. Similarly, S-N from the High Street to Jericho, requires Parks Road - Museum Road - Lamb & Flag passage,

	then cross St. Giles. Quickways to get in and out of the city centre will be great, if implemented, but badly let down if you then have to get off and walk or go some circuitous route if needing to cross the centre, for example to get to the Railway Station which is a key destination for cyclists. Permitting cycling on Queen Street and Cornmarket is the obvious solution, with the bans on cycling there regularly flouted anyway because they are so inconvenient and the alternatives are so poor.
(38) Local Resident, (Oxford, Hurst Rise Rd)	**Concerns** - it should be re-opened to cyclists. Even if it is not open while the cafes are serving, there is no reason to leave it closed to cycles at other times.
(39) Local Resident, (Oxford, Hurst St)	**Concerns** - Cycle route needed
(40) Local Resident, (Oxford, Iffley Turn)	**Concerns** - 'I'm a cyclist and I would like to pass though the east end of St Michael's, to access places along that street and to avoid George street, which has an intimidating nature to it - roaring buses etc. I accept that this is part of the pedestrianised Cornmarket St. zone, so dismount and walk through. To do that safely (for me and others) it needs a width similar to two people walking next to each other, without having to resort to the footway. In its current form - which I expect will be roughly what the permanent form will be - this is overly inconvenient. Problems: - the barriers at the West end of the zone (5 planters and a rubbish bin) are very difficult to get past. - the cafes have placed their tables leaving narrow gaps - when it's busy it arouses a bit of conflict. I expect there were some guidelines set for table placement - were they sensible, are they public, has compliance been spot checked? I wonder how less able people cope with the setup - I'm thinking of wheelchair users and perhaps a parent with a double pushchair, as my family once used - I would have had to turn back in its current arrangement. Please make sure the permanent barricading structures are passable by: - dismounted cyclists, particularly the less confident who are coming this way to avoid the intimidating streets - wheelchair users If the footway is part of the "passability" then work is need to make kerbs mountable without lifting. Please make the demarcation of the cafe use explicit so that no one is in doubt - neither the cafes or the passing road

	users
(41) Local group/organisation, (The Swan Travel Action Group, Marston Ferry Road)	**Concerns** - (STAG) is a group of parents and governors at the Swan School who are keen to make sustainable travel to school as easy, fun, and safe as possible for all. One of the things we do is produce recommended routes for children who wish to cycle to school. St Michael's Street is on the recommended route for children cycling between South Oxford and the Swan School. https://theswanschool.org.uk/wp-content/uploads/2020/08/STAG-Route-A-New-Hinksey-FINAL.pdf This route is used by many schoolchildren both morning and evening every day. Currently, the children have to get off their bikes and squeeze past tables and barriers blocking St Michael's Street. We are not against tables being put out on St Michael's, but please could it be opened to cycles again, and have one side kept free of tables and other clutter. There is no good safe alternative to St Michael's Street for this journey.
(42) Local Resident, (Oxford, Monmouth Road)	**Concerns** - I'm in favour of stopping motor vehicles from using St Michael's Street, but this is part of the route that children from South Oxford use to get to cycle to the Swan School, and it would help them hugely if it were kept open to cycles. There is currently no other East/West route through the city centre that is safe for children to cycle.
(43) Local Resident, (Oxford, Osney Lane)	**Concerns** - I support prohibition of motorised vehicles in St Michaels Street, but would like assurances that it remains as a safe and quiet cycleway for cyclists.
(44) Local group/organisation, (Oxford Pedestrians Association)	**Concerns** - 1) Wheelchair users can no longer get along the road to Cornmarket or from Cornmarket to New Inn Hall St. The alternative, going via George St, is crowded and dirty with lots of motorised traffic at times. 2) People cannot wheel bikes along the road between Cornmarket and the cycle repair shop on St Michael's St, so they wheel them along the pavements which are too narrow and busy for this to work. 3) The pavements either side of the closure are too narrow for practicality, comfort, and safety. This close to the city centre more space is needed for people walking with buggies or holding an arm etc.

	All this could be remedied by 2.5m space left free on what was the carriageway, this would ease the pedestrian bottlenecks and lack of accessibility, which the closure as it is currently represents.
(45) Local Resident, (Oxford, Percy Street)	**Concerns** - I frequently cycle from my home, off Iffley Road, to my doctor's surgery in Beaumont Street, either along Broad Street or Ship Street and St Michaels Street. It would be very inconvenient to me if both Broad Street (for Christmas Market etc) and St Michael's Street are closed to cycles.
(46) Local Resident, (Oxford, rymers lane)	**Concerns** - In general I am in full favour of closing St Michaels to motor traffic. However, it needs to remain open to cycling as it is essentially the only safe/quiet E-W cycling route in the centre.
(47) Local Resident, (Oxford, Shirelake Close)	**Concerns** - St Michaels Street is an important cycling route - so cyclists should not be blocked
(48) Local Resident, (Oxford, Southfield Park)	**Concerns** - Although I support the use of the roadway for café customers, I have concerns about a) the lack of space and level access for people using wheelchairs and b) removal of a low-traffic cycle route while Queen Street remains closed to cycling and George Street is busy with buses.
(49) Local business, (Oxford, St Michael's Street)	**Concerns** - Our business is still reeling from the effects of the Covid pandemic, so the last thing that we need at the moment is more disruption and higher costs. I don't think this project should be allowed to go forwards until a solution has been found to the problem of businesses getting their essential deliveries and other services (such as recycling/waste collection). We operate without using a business vehicle of our own. As well as getting deliveries from the big national carrier companies we try as much as possible to buy local produce, especially for our catering operation, and this is the thing that is most likely to be affected as things stand. Perhaps affected businesses should be allowed a small number of on-going permits and a quantity of single-use permits for specific vehicles required for essential deliveries and services (or a reduction in business rates to allow us to compensate the companies involved for the charges they will incur?)
(50) Local Resident, (Oxford, Stewart St)	**Concerns** - I support the proposed vehicle provision as long as cycle provision is made, especially while the Christmas Market blocks Broad Street to cyclists. Ideally, cyclists would still be permitted on St Michael's with proper provisions for the long term.

(51) Local group/organisation, (unknown)	**Concerns** - Cycling must be allowed, NB a dismounted cyclist takes more space than a cycle being ridden. And a pedal sicking-out will be potentially more problematic.
(52) Local Resident, (Oxford, Cave street)	**Support** - It is safer to walk without cars present
(53) Local Resident, (Oxford, Heather Place)	**Support** - Pedestrianising the street has proved a huge success - both for businesses who have outdoor seating that doesn't interfere with transit and for people on foot, providing a quieter route towards Bonn Square. Through traffic on this street is unnecessary in any case.
(54) Local Resident, (Oxford, Benson Place)	**Support** - I support all proposals to restrict vehicular access to and through the city centre. I do, though, support greater access for bikes and pedestrians. in this case I think it is important to encourage seating outside and as it is short cyclists can walk
(55) Local Resident, (Oxford, Earl Street)	**Support** - Oxford is completely clogged up by vehicles. Making it less attractive to travel to Oxford by car is a key step towards making the city liveable again.
(56) Local Resident, (Oxford, Iffley Road)	**Support** - Tables outside businesses is a good thing.
(57) Local Resident, (Oxford, Jack Straws Lane)	**Support** - I support the changes, my only concern is that there are two businesses, the newsagents and the sandwich shop, which regularly flout the existing rules; how are you going to deal with them? They try and intimidate any form of law enforcement, perhaps you could take away their licences to trade.

(58) Local Resident, (Oxford, Linton Rd)	**Support** - The town centre needs to be made as traffic free as possible to make it a more attractive and enjoyable space
(59) Local Resident, (Oxford, Rymers Lane)	**Support** - Support the idea of this proposal but tables on the street currently block access to pedestrians passing by; a reduced area for trade should be introduced to address this.
(60) Local Resident, (Oxford, Howard Street)	**Support** - I am cyclist
(61) Local Resident, (Oxford, Western Road)	**Support** - it has worked well as a cafe/pedestrian zone but it makes no sense for your Traffic Order to continue to allow taxis and other exempt vehicles to have access. It's very easy for these vehicles to access the street from the western end. I support full closure.
(62) Local Resident, (Oxford, Campbell Road)	**Support** - Makes city centre liveable, pleasant and is good for access to shops and cafes. Improves safety for pedestrians and reduces pollution for climate change
(63) Local Resident, (Oxford, Campbell road)	**Support** - It would be great to have more car free areas in Oxford so that we can adopt the european style of cafe/restaurants tables outside
(64) Local Resident, (Oxford, Marlborough Road)	**Support** - Happy for no cars, but it is a designated cycle route for children travelling to Swan school. Therefore, important to ensure that bicycles can get past the cafe tables, which wasn't possible this summer.
(65) Local Resident, (Oxford, Barracks Lane)	**Support** - A more pleasant and healthier environment for pedestrians.
(66) Local Resident, (Oxford, Rymers Lane)	**Support** - I have really enjoyed St Michaels street being closed to cars. It has made the street a lovely safe place to go to and enjoy a coffee. It also feels safer to walk through as a pedestrian.

(67) Local Resident, (Oxford, North Hinksey Lane)	**Support** - Better use of space, air quality, increased traffic free zone
(68) Local Resident, (Oxford, Botley Road)	**Support** - Far more of central Oxford should be closed to vehicles. It'll make Oxford a much more pleasant place to live, work, and play if there are fewer cars.
(69) Local Resident, (Oxford, Cricket Road)	**Support** - I wish to see fewer motor vehicles in the city
(70) Local Resident, (Eynsham, Willows Edge)	**Support** - It is currently a pleasant place to sit outside at the various cafes, and this should be encouraged
(71) Resident, (Kidlington)	**Support** – I've visited Oxford several times since the Street has been closed, and it works well with the street closed and cafe's etc using the space. the street is v narrow for traffic, and there are alternatives. I know there's concern that the ban will include bikes, and that St Michaels street is an important route through. I am a cyclist though not used / do not need to use the road when cycling, but it does not seem a huge hardship here to walk for the short distance that is actually being closed. that said, I object strongly to all the places were cycle lanes are interrupted by bus stops, side turnings etc!
(72) Resident, (Radley)	**Support** - Generally support. However, I'd object if this was closed to cycling as when the Broad Street cycle route closes to accommodate markets St Michaels Street is a useful alternative route. I'd fully support this proposal, regardless, if the Broad Street cycle route wasn't so regularly closed.
(73) Local Resident, (Oxford, Kingston Rd)	**No opinion** - A road I rarely cycle along

Divisions affected: *Bloxham and Easington; Deddington*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 27 JANUARY 2022

BODICOTE AND BANBURY – BLACKWELL DRIVE AND WHITE POST ROAD: PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed no waiting at any time restrictions on Blackwell Drive and White Post Road.

Executive summary

2. This report presents responses received to a statutory consultation on proposals to introduce waiting restrictions on Blackwell Drive and White Post Road as shown at Annex 1 on account of adjacent development.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will also fund implementation if approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and safe movement of traffic.

Consultation

6. Formal consultation was carried out between 30 September and 29 October 2021. A notice was published in the Banbury Guardian newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Bodicote Parish Council, Cherwell District Council, local County Councillors and Bishop Loveday CE Primary School. Public notices were also placed on site in the immediate vicinity.

7. Four responses were received during the formal consultation. 1 objection, 1 supporting and 2 non-objections.

8. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

9. Thames Valley Police and Cherwell District Council did not object.

10. Bodicote Parish Council objected to the proposed restrictions on White Post Road (but not on Blackwell Drive) on the grounds that Bodicote is a rural village and the restrictions would adversely affect its rural identity and also push the parking issues further into the village.

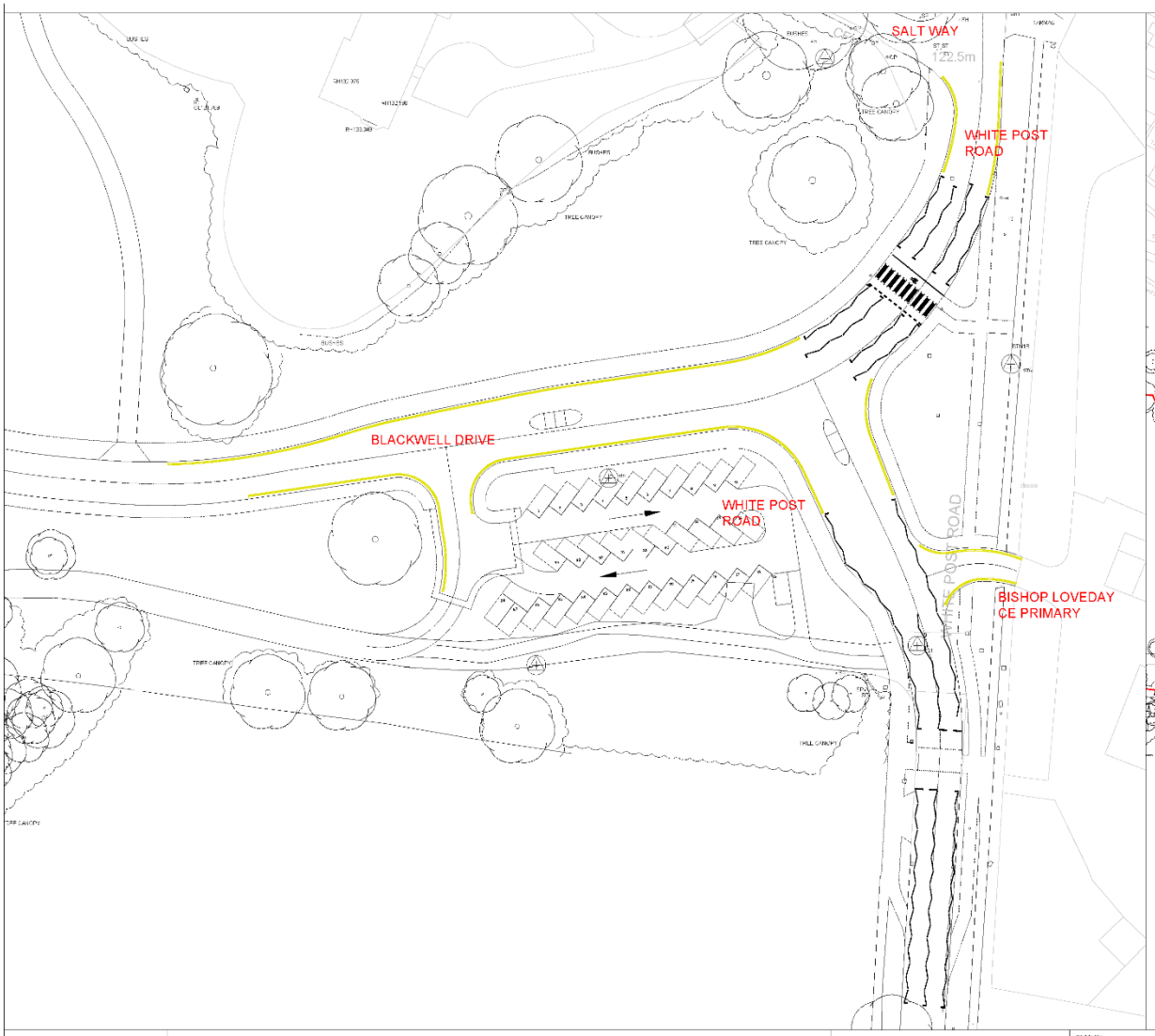
11. Noting this response, the proposed double yellow lines on White Post Road are adjacent to existing School Keep Clear markings and the zig zag markings provided for the parallel crossing and, as such, will have minimal additional visual impact to the markings already in place. Although the concerns over the possible displacement of parking are noted the proposals only introduce restrictions close to the junctions and, as such, are consistent with Highway Code advice not to park within 10 metres of a junction.

12. One expression of support was received from a member of the public on the grounds of road safety.

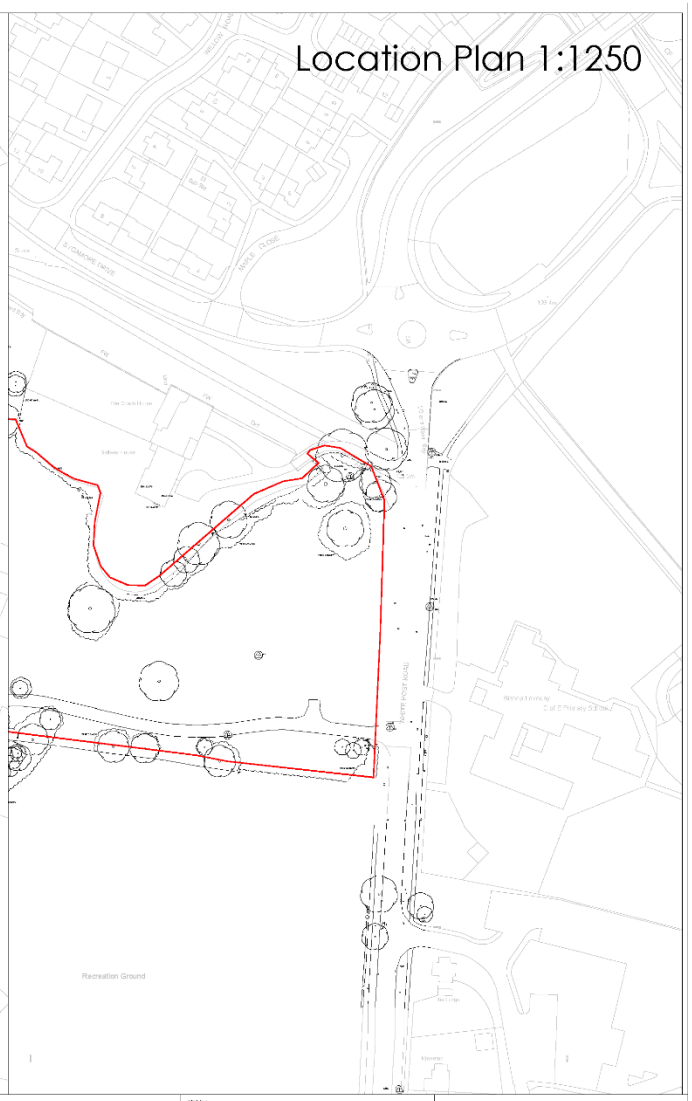
BILL COTTON
Corporate Director, Environment and Place

Annexes	Annexe 1: Consultation Plan Annex 2: Consultation responses
Contact Officers:	Tim Shickle 07920 591545 Anthony Kirkwood 07392 318871

January 2022



Location Plan 1:1250



DAVID WILSON HOMES
David Wilson Mercia
Remus 2
2 Cranbrook Way
Solihull Business Park
Solihull
B90 4GT

Key

1018.1
Continuous line
100 wide

REV	DESCRIPTION	DATE

STATUS:

SCALE: 1:500 @ A2
DATE: Nov 2020
DRAWN: LB

TITLE:
Section 278
Adoptable Highway
Traffic Restriction Plan

PROJECT:
White Post Road, Bodicote

DRG. NO:
957-278-20

iD LTD
INFRASTRUCTURE DESIGN LIMITED
33 The Point
Rockingham Road
Market Harborough
Leicestershire LE16 7QU
Tel: 01858 411570 Fax: 01858 411751
Email: info@infrades.co.uk URL: www.infrades.co.uk

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Cherwell District Council	**No objection**
(3) Bodicote Parish Council	**Object** – to the double yellow lines apart from on Blackwell Drive because of the junction. They object because Bodicote is a rural village and this will affect its rural identity and also push the parking issues further into the village.
(4) Local Resident, (Bodicote)	**Support** - To keep a clear passage during certain parts of the day. For safety.

Divisions affected: *Faringdon*

CABINET MEMBER FOR HIGHWAY MANAGEMENT
27 JANUARY 2022

FARINGDON TOWN CENTRE: PROPOSED 20 MPH ZONE

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of a 20mph zone as advertised.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a 20mph zone in Faringdon Town Centre as shown at Annex 1.

Financial Implications

3. Community Infrastructure Levy (CIL) funding has been provided for consultation on the proposals. Should the speed limit proceed to implementation then further CIL funding is available for this work.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 25 November 2021 and 31 December 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Faringdon Town Council, Vale of White Horse District Council and local County Councillor.

7. Sixty-seven responses were received during the formal consultation. 42 in support (63%), 13 objections (19%), 8 raising concerns (12%), and 4 expressing no opinion or no objection (6%).

8. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

9. Thames Valley Police were involved in detailed discussions with the County Council and Faringdon Town Council prior to the proposals being advertised. They have not objected citing that the speed limit data recorded supports the introduction of the lower limit.

10. Two Faringdon Town Councillors have supported the proposals and the Vale of White Horse District Council have not objected.

11. Thirteen residents objected to with seven residents and one group raising concerns over the introduction of the 20mph zone. Those concerns centred on the scheme being a waste of money, which could be better spent elsewhere, a 20 mph speed limit being unnecessary as it is safe to drive through Faringdon with the current 30 mph limit, the Police not carrying out any enforcement, studies showing that 20 mph limits increase collisions, no history of personal injury road traffic collisions, the lower speed limit will be a significant detriment to car users and the proposals do not extend further than the town centre to cover most of the residential areas & schools.

12. In response, the County Council wants to make built environments safer and more attractive places to walk and cycle. To enable this to happen 20 mph speed limits are being used to help promote alternative modes of transport for local travel.

13. The Department for Transport suggests that 20mph speed limits should be self-enforcing to avoid additional demand on police resources. Four 'before' speed surveys have been carried out across the town centre which showed current mean speeds to be between 18 & 21 mph. This indicates that the proposed 20 mph zone will be self-enforcing and, it is hoped, that the introduction of the lower speed limit will encourage even more drivers to slow down.

14. There has been one serious and three slight personal injury road traffic collisions in Faringdon Town Centre in the last 3-year period. Again, it is hoped that the introduction of the lower speed limit will reduce the frequency and severity of such collisions. There is little evidence that lowering the speed limit adversely affects road safety.

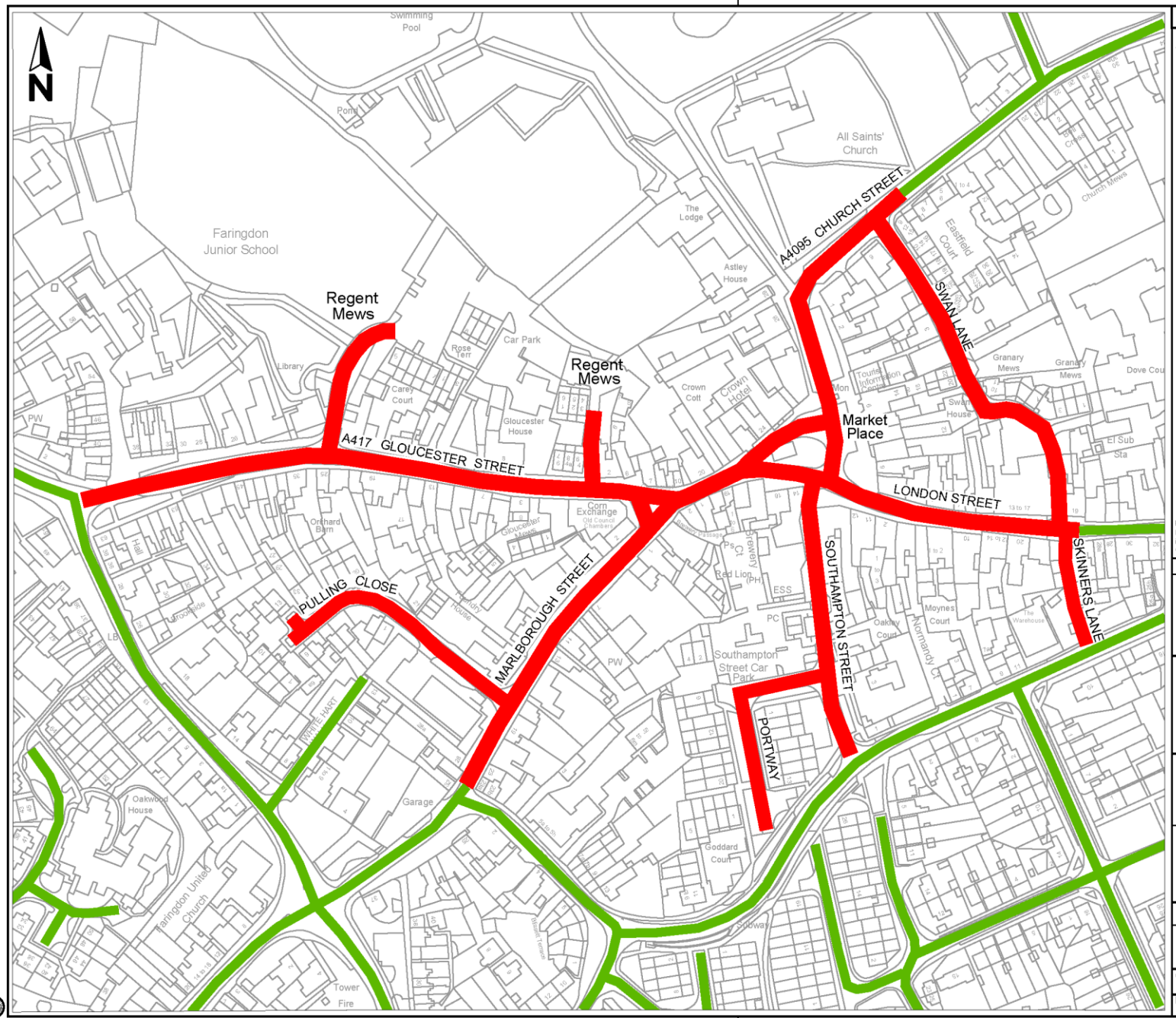
15. This 20 mph zone is promoted by Faringdon Town Council using CIL funding. The Town Council have stated that they may make an application for a wider 20 mph zone/limit in the future. However, as the town centre zone proposal has been planned for a long time they wish to proceed with this scheme as quickly as possible.

BILL COTTON
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan. Annex 2: Consultation responses.

Contact Officers:	Tim Shickle 07920 591545 Lee Turner 07917 072678

January 2022



Key

- Proposed 20mph Zone in place of existing 30mph speed limit
- Existing 30mph Speed Limit to remain

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Drawing No.	Revision 0

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Bill Cotton
Corporate Director for Environment and Place
Communities
Oxfordshire County Council
County Hall
Oxford
OX1 1ND
Tel: 0345 310 11 11
Fax: (01865) 241577

Project title: FARINGDON

Drawing title: PROPOSED 20MPH ZONE

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 11/21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision 0

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ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection** – Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e., collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc. The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement. There is a proven link between road environment/character and drivers' speed. Drivers must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action. The police stance still reflects that 20 mph limits and zones should still be self-enforcing. The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards, for example a single junction or reduced forward visibility. I am aware that Speed limit data has already been obtained on a number of roads subject of this consultation and the results support such a lowering. I can also confirm that in the build up to these proposals there has been considerable communication between The Police, Highway Authority and Town Council in setting what appears to be a realistic limit for Faringdon Town Centre.

(2) Local Cllr, (Faringdon Town Council)	**Support** - Fully support these proposals in the interests of road safety
(3) Local Cllr, (Faringdon Town Council)	**Support** - People speed down London St as it is. It's a shame though that the police won't enforce 20 mph.
(4) Vale of White Horse District Council (Planning Service)	**No objection**
(5) Local Resident, (Faringdon, Blackthorn Row)	**Object** - Waste of money, it's perfectly safe to drive through Faringdon without lowering the speed limit, the ones who drive faster will drive it no matter what and there will never be anything done as there's never any enforcement
(6) Local Resident, (Faringdon, Blackthorn Row)	**Object** - I think the money could be better spent on improving the traffic flow in the town. The roads are already very tight and unlikely anyone is able to do more than 20mph already. More effort and time should be on improving the roads and access not just adding a 20mph sign
(7) Local Resident, (Faringdon, Coxwell Road)	**Object** - I feel this unnecessary, the money for this could be better spent on Social Services. Legally parked cars act as speed limiters in any event.
(8) Local Resident, (Faringdon, Fernham Road)	**Object** - 20mph is not necessary. There is little footfall and few residential properties. The road layout and restricted width already requires slow speed when driving through the town centre. Not sure this would achieve anything.
(9) Local Resident, (Faringdon, Folly View Road)	**Object** - It is not the speed that is the problem it is the parking on double yellow lines that causes danger to pedestrians.
(10) Local Resident, (Faringdon, Gloucester Street)	**Object** - There's no need for it. Waste of money changing any signage.

(11) Local Resident, (Faringdon, Gloucester Street)	**Object** - Completely unnecessary, we do not have problems with 30 mph limit.
(12) Local Resident, (Faringdon, Gloucester Street)	**Object** - 20 MPH in the centre? you're lucky to get up to 20 the way the centre is designed anyway and with the parking issues!!! serious waste of money!!!! Please don't waste money that can be better spent! it doesn't warrant it!
(13) Local Resident, (Faringdon, Kiln Terrace)	**Object** - Unenforceable as there is zero police presence in the town. Pointless exercise, will cause jams etc.
(14) Local Resident, (Faringdon, Coach Lane)	**Object** - No policing to enforce. As illegally parked cars. Money would be better spent on making A420 safer, e.g., traffic lights at roundabout / more speed cameras.
(15) Local Resident, (Faringdon, Coxwell Road)	**Object** - There are studies that show that 20mph limits increase accidents. Also, people speed through Faringdon anyway, dropping the speed limit isn't going to fix that!
(16) Local Resident, (Faringdon, Walker Drive)	**Object** - Traffic already travels at low speeds through the town (under 30) and are restricted by bends, parked cars, and the like. I don't believe the cost of signage and its upkeep represent value for money. There is no history of road rage of injuries that I am aware of to cause the requirement of a reduced speed.
(17) Resident, (Oxford, Rymers Lane)	**Object** - I do not agree with the statement of reasons, noting that this change will be of significant detriment to car users, and especially outside of peak times. It is also defective since there is absolutely no reason to think that a 30mph put people off walking on a pavement next to a road.
(18) Local Resident, (Faringdon, Gloucester Street)	**Concerns** - I largely support this and find it hard to believe that currently anyone can/should safely get much above 20mph in the town centre anyway! I do have concerns that any areas not covered by the 20mph zone will become rat runs concentrating dangerous driving in one area. I also have concerns that there is no capacity to enforce any speed limit rendering it pointless, seeing as parking restrictions are STILL not being enforced. Much real terms consideration of enforcement measures should be undertaken before ANY money is spent. I also believe that door to door consultations should be undertaken in the areas where 20mph limit is proposed to ensure voices of those not on social media are heard and given full consideration.

(19) Local Resident, (Faringdon, Tollington Court)	**Concerns** - I fully support the proposal for the town centre. My concerns are that the scheme does not go further. There are other roads which should also be concerned. Those with schools - Fernham Road and Canada Lane. Marlborough Gardens used as a rat run and with cars travelling too fast past the children's play area. Park Road - it is increasingly difficult to get out of the supermarket access roads. Particularly Tesco's, because of the almost blind corner on the town side of the exit. In making these comments it makes me consider that these extra areas are almost more important than the town centre, where the traffic is already slowed by the twists and turns and junctions within the town centre.
(20) Local Resident, (Faringdon, Willes close)	**Concerns** - It's too slow for many cars to comfortably drive at that speed and is very rarely obeyed. Better to enforce the 30mph limit. There are bigger safety problems in Faringdon, such as illegal parking
(21) Local Resident, (Faringdon, Elm Road)	**Concerns** - I don't believe that this will be able to be supported, by the correct policing measures. As we have no police in situ. Many fail to stick to 30MPH, so can't see 20 working with no one to check.
(22) Local Resident, (Faringdon, Highworth Road)	**Concerns** - A 20mph Zone is a reasonable concept theoretically but unless it has form of physical intervention it will rely upon enforcement by the police, who will undoubtedly declare insufficient resources. The argument that a large proportion of drivers will honour the lower speed limit is a lame one; the people who habitually speed will continue to do so and there is a valid argument that if they are balked by a 'slow' driver they will be even more likely to try to overtake in a dangerous manner. A more pressing issue in Faringdon is the thorny subject of terrible parking that obstructs footways and forces disabled people and pushchair users into the road.
(23) Local Resident, (Faringdon, Marlborough Close)	**Concerns** - It would be better to stick with national speed limits. Local variations lead to increased incidence of exceeding the speed limit. Question is this an evidence based on actual incidents I see no evidence presented. I would say that the road conditions naturally keep speeds low in town and I personally have not witnessed excess speed. To impose a lower limit than the national limit just leads to confusion, increased cost to implement with little or no gain in this instance.

(24) Local group/organisation, (Oxfordshire Cycling Network)	**Concerns** - This response is on behalf of the Oxfordshire Cycling Network which represents the interests of people cycling, walking, and wheeling across the county. We support 20mph speed limits and appropriate traffic calming in general to improve the safety of people walking, wheeling, and cycling, and to encourage the use of these active and healthy modes. We support this proposal, but this is only a small fraction of the 20mph limits that Faringdon needs as it does not cover most of the residential areas and schools so does not increase safety or encourage active travel for families and children in those areas. We recommend that this proposal is approved, but a process is set up to get input from local residents about the residential, school, and other areas that would benefit from 20mph speed limits.
(25) Resident, (East Hanney, Ashfields Lane)	**Concerns** - As a regular visiting the town every week. The traffic is slow as it is and I don't think 20mph will help the flow of traffic. Better to stop the illegal parking and the size of the vehicles passing through the market area.
(26) Local Resident, (Faringdon, Bennett road)	**Support** - To control speed through the town centre
(27) Local Resident, (Faringdon, Blackthorn Row)	**Support** - The centre of Faringdon has a lot of pedestrian traffic and there is obviously a high risk of injury from cars.
(28) Local Resident, (Faringdon, Bromsgrove)	**Support** - I'm a regular user of the town centre and want to ensure it is a safe environment
(29) Local Resident, (Faringdon, Carters Crescent)	**Support** - The town has a many older residents and many children who access the Market Place. Despite the speed bumps on Market Street, traffic still moves too quickly along that road. A 20mph zone would help prevent accidents and also allow cars to pass more safely at the pinch point of the road. a 20mph zone should also be considered along Park Road, especially the section passing Tesco. It's a nightmare trying to get out of Tesco if turning right towards town.

(30) Local Resident, (Faringdon, Coach Lane)	**Support** - I agree to reduction of traffic speed with traffic calming and ENFORSEMENT for Faringdon town centre. I suggest that the 20mph scheme should be extended to include London Street from the Stanford Rd turning to the market square and to include COACH LANE + all of Church St in 20mph zone as traffic from Witney direction will increasing use of Coach Lane which is narrow with many concealed exits. Vehicle regularly speed down Coach Lane and also vehicles and cyclist ignore the ONE Way, potential for a serious accident!! Coach Lane is also popular with walkers and tourist doing the circular walk of the town. I note that it is being considered that Swan Lane is made one way (probably a good idea anyway) which would mean more traffic along Coach Lane. Parked cars on both sides of London St (ignoring double yellows) and parked on pavement - which means pedestrian must walk in the road - makes this a dangerous section of road. Relying on illegally parked cars to provide traffic calming is wrong - there should be a road layout that allows for some on-street parking, allows passing places for vehicle to avoid the dead-lock that often occurs, and strict ENFORSEMENT of parking restrictions and of parking on the pavement. Vehicle approaching from the Oxford direction down London St don't even start to slow down until they are past the Folly pub, with traffic turning out of Stanford Rd and Coach Lane this is a serious hazard.
(31) Local Resident, (Faringdon, Coach Lane)	**Support** - I agree to reduction of traffic speed with traffic calming and ENFORCEMENT for Faringdon town centre. I suggest that the 20mph scheme should be extended to include London Street from the Stanford Rd turning to the Market Square and to include COACH LANE & all of Church St in 20mph zone as traffic from Witney direction will increasingly use Coach Lane. Coach Lane is narrow with many concealed exits. Vehicles regularly speed down Coach Lane and also vehicles and cyclist ignore the ONE Way, potential for a serious accident!! Coach Lane is also popular with walkers and tourist doing the circular walk of the town. I note that it is being considered that Swan Lane is made one way (probably a good idea anyway) which would mean more traffic along Coach Lane. Parked cars on both sides of London St (ignoring double yellows) and parked on pavements - which means pedestrian must walk in the road - makes this a dangerous section of road. Relying on illegally parked cars to provide traffic calming is wrong - there should be a road layout that allows for some on-street parking, allows passing places for vehicle to avoid the dead-lock that often occurs, and strict ENFORSEMENT of parking restrictions and of parking on the pavement. Vehicles approaching from the Oxford direction down London St don't even start to slow down until they are past the Folly pub, with traffic turning out of Stanford Rd and Coach Lane this is a serious hazard

(32) Local Resident, (Faringdon, Coleshill Drive)	**Support** - Improving road safety would be welcomed, many drivers flout the existing speed limits, this would give greater power for enforcement.
(33) Local Resident, (Faringdon, Corallian Drive)	**Support** - Makes sense as it would be safer and could encourage a cafe culture which would be good for the town
(34) Local Resident, (Faringdon, Coxwell Road)	**Support** - All in favour of consultation with the public.
(35) Local Resident, (Faringdon, Coxwell Road)	**Support** - In my view the introduction of a 20mph speed limit in Faringdon town centre is long overdue and can't come soon enough. There has been a lot of discussion on social media about this in recent days and objections seem to fall into roughly three categories: 1. The issue of policing (or lack of it) - opponents feel that as the 30 mph limit is not enforced, there is no point reducing it. 2. The issue of cost – that it is not a good use of taxpayers' money. 3. That there are other priorities, such as parking control and highway improvement. My answers to each of these, in brief: 1. Speed limits in small towns like this are effectively self-policed, by the small proportion of drivers who obey the speed limit and thereby control the speed of vehicles behind them, whose drivers are content to "go with the flow". Only a small minority attempt to overtake in a built up area and go at irresponsible speeds. There is very little that can be done to police them. 2. Cost as I understand it is around £3 - £5 per head of population. If the question were phrased like this: "Over the next ten years, it is likely one child in your town will be killed on the road by a vehicle travelling at around 30 mph. Would you be prepared to pay £5 to stop that happening by ensuring vehicles travelled at a maximum of 20 mph?" I

	suspect you'd get a different answer. 3. Yes, there are other issues that need tackling but this is a relatively low-cost one that could be implemented very quickly. If other issues are given priority it will simply never get done. However, having looked at the proposed extent of the 20 mph zone, I can only say that it is far too unambitious. I can see that consideration has been given to keeping traffic moving at 30 mph on the A417 from Lechlade Road through to Park Road, but in fact the speed humps outside the Infants School (which I know is shortly to be closed but the future use of the premises is yet to be decided) restrict speeds to 20 mph anyway There are already speed-related issues on London Street, Ferndale Street, and the Station Road / Coxwell Street roundabout. Hart Avenue crosses an important pedestrian/cycling route into town (Southampton Street). Yet these roads are all excluded from the 20 mph zone. I can see no point in ending the zone at the Marlborough Street/Bromsgrove junction, one of the most difficult to negotiate owing to (legally) parked vehicles obstructing vision. I do wonder if whoever devised the zone has ever spent much time driving around the centre of Faringdon! My suggestion would therefore be to start the 20 mph zone at: 1. Lechlade Road (at Canada Lane) 2. Coxwell Street (at junction with Coxwell Gardens) 3. Station Road (at Swan pub) 4. Ferndale Street (at top) 5. London Street (at Coach Lane junction 6. Radcot Road (at junction with Church Street) This would bring the Station Road/Gravel Walk roundabout into the zone from all directions. If cost is a consideration, the number of exit and entry points requiring signage under this enlarged zone would be just one more of each, than the proposed zone. Finally, it is a good start to implement a 20 mph zone in the town centre, but other areas particularly near the Community College also have a problem with speeding vehicles and these too need to be addressed.
(36) Local Resident, (Faringdon, Coxwell Street)	**Support** - 1 car written off by stagecoach bus which didn't stop but was later tracked down with the help of witness. Frequent wing mirrors smashed. All this done while my car legally parked. When there are accidents affecting the A420 Coxwell Rd and Coxwell Street become a rat run full of arctic lorries. We don't want more yellow lines (disabled

	so parking already a nightmare despite blue badge) …. We just want the 20 mph zone to start before all the new estates
(37) Local Resident, (Faringdon, Ferndale Street)	**Support** - Because Faringdon roads will be safer with a reduction in the speed limit
(38) Local Resident, (Faringdon, Gilligan's Way)	**Support** - I live on the estate next to the petrol station and cars are very speedy down this road once coming off the roundabout on top of this there are lots of children at school time who cross the road near the traffic lights at crossing which are not guided and cars come extremely fast.
(39) Local Resident, (Faringdon, Gloucester Street)	**Support** - Safety
(40) Local Resident, (Faringdon, Gravel Walk)	**Support** - I think that it would be of benefit particularly around the school on Gloucester St. I think it would be good to see in conjunction with parking improvements and improvements in safety around the school generally.
(41) Local Resident, (Faringdon, Highworth Road)	**Support** - Boy racers every night, driving over curbs, parking on pavements. Nothing is done about it. Who is going to enforce 20 mph?
(42) Local Resident, (Faringdon, Leamington Drive)	**Support** - VERY STRONGLY SUPPORT. Links in with Active Transport, shared spaces, sustainable transport infrastructure, greener travel, safety on the roads - especially for children, safer ways to school - and so on.
(43) Local Resident, (Faringdon, Lechlade Road)	**Support** - 30 MPH through the centre of Faringdon is dangerous especially when there are many people on foot visiting shops and the market. The streets are narrow and it is simply not safe.
(44) Local Resident, (Faringdon, Market Place)	**Support** - It will be useless without enforcement

(45) Local business, (Faringdon, Market Square)	**Support** - Safety - also traffic lights in the town centre for the narrows would be ideal.
(46) Local Resident, (Faringdon, Marlborough Street)	**Support** - Faringdon streets and pavements are narrow 20mph will improve safety
(47) Local Resident, (Faringdon, Park Road)	**Support** - Central Faringdon has constricted roads, made worse by illegal parking which limits views from people crossing. Crossing the Narrows is also a major pedestrian thoroughfare for children during school runs, at the same times as related traffic congestion. Limiting speed will deter rat running and make the town centre a safer and more pleasant pedestrian and market environment
(48) Local Resident, (Faringdon, Stanford Road)	**Support** - traffic is too fast in the town and there are frequently cars parked illegally which needs to be stopped
(49) Local Resident, (Faringdon, Tuckers Road)	**Support** - To reduce speed limit
(50) Local Resident, (Faringdon, Untons Place)	**Support** - because people do speed all over Faringdon
(51) Local Resident, (Faringdon, Church Street)	**Support** - I live in a road in the market place where cars regularly accelerate hard front wheel Radcot road junction to the market place of speeds in excess of 30, I'd welcome the slower pace and certainly some serious enforcement of the reduction in speed for the few dangerous drivers we have in Faringdon
(52) Local Resident, (Faringdon, Coxwell Street)	**Support** - I'm supporting the proposal because I live on Coxwell Street and the traffic here can sometimes be quite heavy and it feels dangerous to cross the road. I would even like to see this proposal extended to Coxwell Street and Park Lane near Tesco.

(53) Local Resident, (Faringdon, Coxwell Street)	**Support** - Because traffic drive too fast through the town putting pedestrians at risk.
(54) Local Resident, (Faringdon, Eaton Close)	**Support** - I think all of Faringdon, not just the centre needs to be 20 mph with speed reactive signs on all the roads going into AND leaving Faringdon. I live on the edge of Faringdon, near the secondary school, and vehicles speed up as they go out of town and don't slow down coming in. With the new housing being built people's safety, particularly children's, on busier roads must be paramount. We have also had pets killed, leaving heartbroken children, due to drivers speeding. It's hard enough to cope with when it is a pet, heaven forbid it should be a child. I think those responsible for setting speed limits should bear this in mind so any accident causing injury or death would not be on their conscience. Over the years the volume of traffic has increased in Faringdon and traffic calming measures, through the whole town, now need to be put into place.
(55) Local Resident, (Faringdon, Gilligan's Way)	**Support** - Important for this to happen in Faringdon to reduce near misses and accidents
(56) Local Resident, (Faringdon, Limestone Lane)	**Support** - I have young children and feel that people drive much too fast all around the town very often - especially down Coxwell road into town but also around town. It's very scary walking my child to nursery along all the pavements in Faringdon and I always feel worried about serious accident and injury.
(57) Local Resident, (Faringdon, Russ Avenue)	**Support** - Cars go too fast - streets in the historic centre are narrow so pedestrians are closer to traffic than normal. A417 passes through the town with heavy lorries etc.
(58) Local Resident, (Faringdon, Stevens Way)	**Support** - Traffic drives too fast around the town. In the centre but also on Coxwell road & Highworth road. More needs to be done to reduce vehicle speeds entering the town.
(59) Local Resident, (Faringdon, Taylor Close)	**Support** - Idiots speed all over the place. Too many near misses

(60) Local Resident, (Faringdon, Tuckers Road)	**Support** - Safer community
(61) Local Resident, (Faringdon, Westland Road)	**Support** - The Market Place will be safer and less noise/pollution. The slower speed limit will discourage people using it as a cut through and be nicer for pedestrians.
(62) Resident, (Great Coxwell, Holloway)	**Support** - Too much traffic speeding unsafety thru inadequate roads in urban areas
(63) Resident, (Longcot, Church Close)	**Support** - Cars are always parked illegally along the main road and some cars try and whizz past with limited view when there is a gap in traffic making it extremely dangerous for pedestrians visiting the town
(64) Resident, (Shrivenham, Sandy Lane)	**Support** - Narrow roads with lots of parked cars, so reducing speed will help road safety
(65) Resident, (Watchfield)	**Support** - I teach in Faringdon and have heard of a number of near misses involving children walking to and from school.
(66) Resident, (Faringdon, King Street)	**No opinion** - Every time I drive through town, the driving conditions, other drivers, parked cars, and road layout mean that I don't exceed 20 mph anyway. It seems like there would be limited benefit in implementing a 20mph zone. Additionally, I'm not sure how you would police this, due to the road layout. I haven't seen any data which suggests speeding is an issue through the town centre either.
(67) Local Resident, (Faringdon, Radcot Road)	**No opinion** - I wish to know more about where etc. Also, the issues of illegal parking etc should be resolved before any more red tape is put in place. We have been told measures have been out in place, but there is no evidence of it working.

Divisions affected: *Didcot Ladygrove; Wallingford*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 27 JANUARY 2022

DIDCOT AND LONG WITTENHAM – B4016 LADYGROVE & SIRES HILL: PROPOSED 40MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed 40mph speed limit on the B4016 and Long Wittenham adjacent to residential development north of Didcot.

Executive summary

2. This report presents responses received to a statutory consultation on proposals to introduce a 40mph speed limit on the B4016 north of Didcot and also on a length of Sires Hill east of its junction with the B4016 as shown at Annex 1 as a result of adjacent development.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will also fund the extension of the limit if approved

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 13 October and 12 November 2021. A notice was published in the Oxfordshire Herald newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Didcot Town Council, and Long Wittenham Parish Council, South Oxfordshire District Council and local County Councillors.

7. Twelve responses were received during the formal consultation. 4 in support, 5 objections, 2 raising concerns and 1 non-objection.

8. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

9. Thames Valley Police did not object.

10. Didcot Town Council's Planning and Development Committee support the proposals.

11. The remaining ten responses were from members of the public, Five objections, two expression of concern and three expressions in support.

12. The objections and concerns were primarily on the grounds that the proposed 40mph speed limit was unnecessary taking account of the alignment and character of the road. One respondent also noting that the adjacent development should have been required to provide a shared use cycle track adjacent to the development on the west side of the B4016. Noting these views, the character of the road will be changed as the result of the development, with the proposed speed limit also including the T junction at the north end of the B4016 Ladygrove Road and also the bend on the unclassified road to the east of the junction, which has had a record of injury accidents. The query on the provision of the cycle track is noted but is outside the scope of the proposal.

13. Expressions of support were received from three members of the public on the grounds of improved road safety.

BILL COTTON
Corporate Director, Environment and Place

Annexes	Annexe 1: Consultation Plan Annex 2: Consultation responses
Contact Officers:	Tim Shickle 07920 591545 Jet Dehal

January 2022

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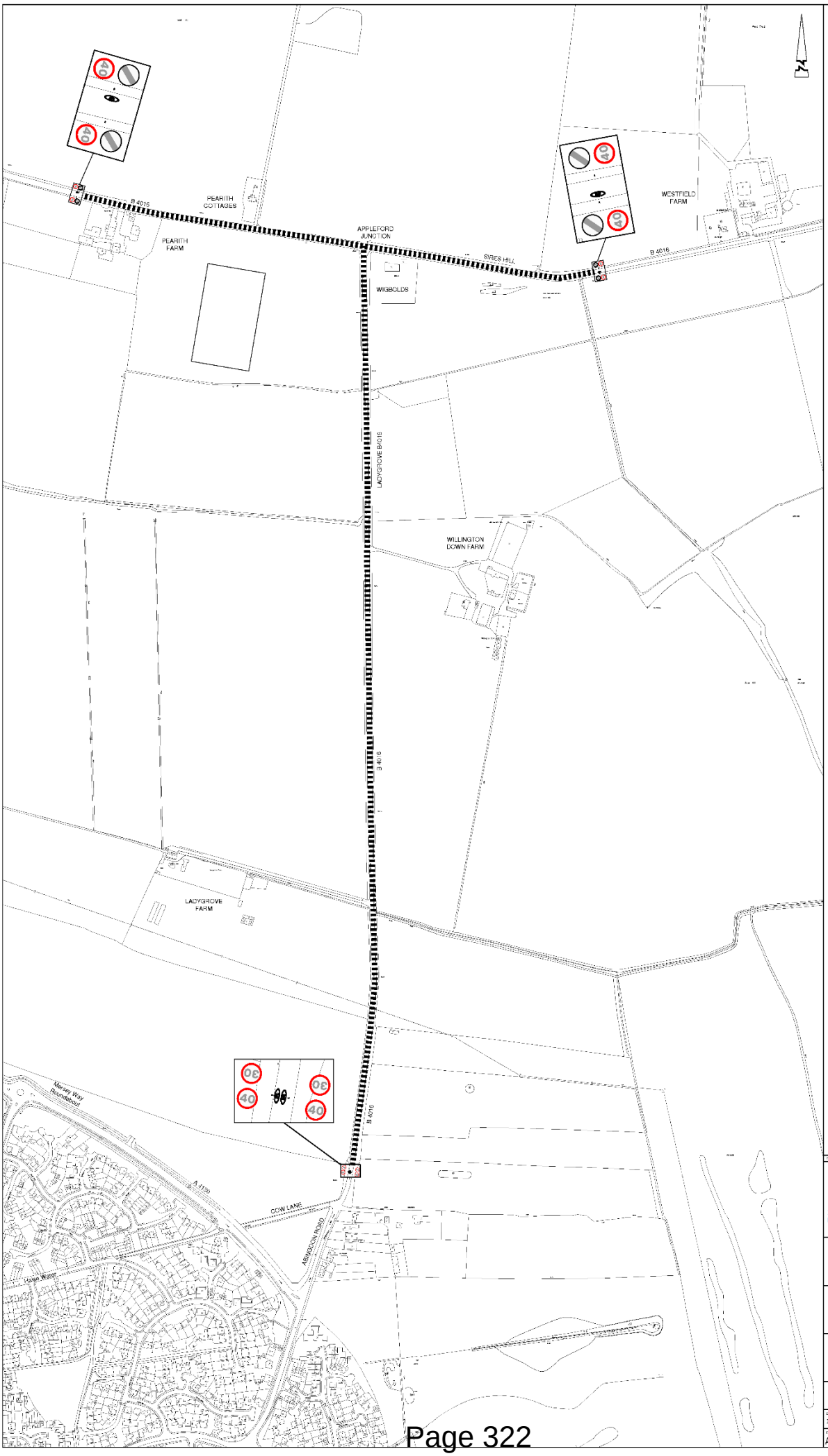
ANNEX 1



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3 Tealgate, Charnham Park
Hungerford, Berkshire RG17 0YT
www.alpce.co.uk Tel. 01488 684990

Client: LEGAL & GENERAL

Project: WILLINGTON DOWN

Title: LADYGROVE B4106
TRO PLAN

Status:

Scale	Date	Drawn	Checked
1:2500 @ A1	DEC 2019	VPI	KLW

Drawing No: A252-LG-S278-104 Revision: P3

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Didcot Town Council	**Support** – Didcot Town Council's Planning and Development Committee met on Wednesday 27th October and resolved to support the proposed speed limit change on B4016 and Sires Hill.
(3) Local Resident, (Didcot, Abbott Road)	**Object** - why not make sure the junctions are clearly visible from all directions, unlike it's at the moment where junction lady grove/b4016 has poor visibility due to overgrown hedges and conifers on bend. why 40mph? why not 50mpg like it's along the A4130
(4) Local Resident, (Didcot, Ottery Way)	**Object** - As usual the council strategy is to impose speed limits rather than build better cycling/walking infrastructure. As someone who cycles this stretch several times a week, it is not the speed of the cars that is problematic, it is the road surface and width that need updating. A new development spans the western margin of the Ladygrove road with a pavement that is not connected in any way to the roadside (no access). This is ridiculous, the developer should have been made to build a cycle lane adjacent to the road instead. No joined up thinking or planning ahead as usual.
(5) Resident, (Oxford, Rymers Lane)	**Object** - Aside from the 90 degree bend this road has excellent visibility and the existing speed limit is completely appropriate. Changing this will delay the progress of traffic unnecessarily and with no benefit.
(6) Resident, (Brightwell-cum-Sotwell, Kings Orchard)	**Object** - I believe that the limit needs to be 50 MPH as 40 MPH is too slow and unrealistic and result in frustration or speeding/Law breaking.
(7) Resident, (Wallingford, McMullan Close)	**Object** - No need to have such a slow limit on such a large section of road, this will cause frustration for motorists. If anything, just something to briefly slow people down around the Appleford road junction might suffice.

(8) Local Resident, (Didcot, Sinodun Road)	**Concerns** - It's poker straight. At times when it's busy; traffic dictates your slower speed. Otherwise, it's perfectly safe at 60mph
(9) Local Resident, (Didcot, Sutherland Beck)	**Concerns** - Because this is a route I often use to get out of Didcot to avoid congestion caused by GWP development
(10) Local Resident, (Didcot, Nightingale Way)	**Support** - This is a positive decision for the safety of local road users, I am in wholehearted support of it.
(11) Local Resident, (Didcot, Peacock Mews)	**Support** - I cycle along these roads and lower speeds would make it safer for me.
(12) Local Resident, (Didcot, Rawthey Avenue)	**Support** - Leaving this stretch at 60 mph will make it difficult for residents of the development adjacent to join the main road. Access to the perimeter road (A4130) is sensibly restricted to 50 mph and well served by roundabouts, even then there are a fair number of accidents.

Divisions affected: *Chalgrove and Watlington*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 27 JANUARY 2022

WATLINGTON - PYRTON LANE: PROPOSED 20MPH SPEED LIMIT ZONE AND TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:

   a) the introduction of a 20mph speed limit zone on Pyrton Lane between its junction with the B480 Cuxham Road to the south, and at the northern end to the current 30/60mph terminal point 120m northeast of St Leonards Close. The proposed speed limit zone is illustrated on the plan at Annex 1a.

   b) traffic calming measures within the 20mph zone comprising two full width flat top road humps and a single speed cushion to be placed in the centre of the carriageway. The proposed traffic calming measures are illustrated on the plan at Annex 1b.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit zone and supporting traffic calming measures at Pyrton Lane Watlington.

Financial Implications

3. Funding for consultation on the proposals has been provided by CIL funding.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 25 November 2021 and 31 December 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Watlington Parish Council, South Oxfordshire District Council and local County Councillor. Additionally, notices were placed on site in the immediate vicinity and letters sent to approximately 135 properties in the area.

7. Forty-two responses were received during the formal consultation and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion / objection	Total
20mph speed limit zone	3	7	31	1	42
Flat-top hump calming	4	10	27	1	42
Speed cushion calming	5	10	26	1	42

8. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

9. Thames Valley Police did not object.

10. The local member supports the proposals.

11. Watlington Parish Council supports the proposals.

12. Of the remaining 39 responses from members of the public, 79% support the speed limit, 69% support the flat-top humps and 67% support the speed cushion. In those 39 responses, the following concerns and objections were raised:-

    a) Some comments question the merit of introducing a 20mph speed limit on the grounds it is either unnecessary or it would not be effective.
    Officer response
    The County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this to happen 20mph speed restrictions are being used to help promote alternative modes of transport for local travel. Department for Transport (DfT) guidance clearly states that 20mph speed limits must be self-enforcing, to avoid additional demand on police resources, and that the 85th percentile should be 24mph or below. Largely due to the narrowness of the lane, which also has a double bend, average speeds are already less than 24mph, in both directions, as surveyed in May 2018 so a high degree of compliance with a 20mph limit is expected.

b) Some comments ask why one of the three traffic calming features is a 'cushion' rather than a full width road hump and again question its effectiveness.

Officer response

The proposed speed cushion is situated next to an existing pedestrian walkway, albeit only a short length of about 10 metres, outside property number 30. That walkway offers wheelchairs users and/or those with prams and buggies an alternative to negotiating the steep sides (1:8 gradient) of the speed cushion on the carriageway. Whereas the 2 full-width road humps would have slightly less-steep approaches (1:12 gradient) as there is there is no alternative for wheelchair users etc.

c) Concerns about the continuing issues caused by traffic in the centre of Watlington and that the proposals would exacerbate that and suggestions of possible changes that could be made in the village centre instead.

Officer response

These proposals only relate to Pyrton Lane and are in response to a particular request from the Parish Council and local residents. All traffic restrictions can, and frequently do, redistribute vehicles onto other parts of the network. The Highway Authority needs to take a balanced approach to restricting (or in this case calming) traffic to make roads safer or use more appropriate routes. The issues of through traffic, speeding and parking in the centre of Watlington would need to be addressed by a separate proposal.

d) The traffic calming would increase noise and pollution, as cars brake and then accelerate away.

Officer response

There is already some degree of this occurring, as the lane is of insufficient width for two-way traffic along the section of the route subject to the proposals. So traffic already has to brake and then accelerate sometimes with little forward visibility of oncoming traffic. It is considered, on balance, that the proposals make a valid compromise between road safety, protecting the local amenity especially for pedestrians and continuing to allow through traffic in a calmed manner.

e) The traffic calming proposals would inhibit cyclists.

Officer response

The full-width road humps are designed with a slightly less steep gradient of 1:12 (in accordance with the Disability Discrimination Act) with wheelchair users in mind. It is, therefore, considered that cyclists should be able to negotiate them. The speed cushion would have a 750mm gap either side to offer a 'bypass' for cyclists to negotiate it.

f) The people who walk down the lane (using the road surface) do so because there is no footpath and/or that they are overgrown with hedges. Effort would, therefore, be better spent into clearing the paths by the side of the road and making them safe for walkers.

Officer response

There is some evidence of private vegetation obscuring footways. However, this has grown over a period of decades and there is no guarantee that a consistent footway width could now be achieved without significant and costly improvement works as well as clearance by private frontagers. Also, in discussions with the Parish Council and local residents, it was made clear that they did not want to see the lane widened, as they felt this would ultimately only serve to encourage non-essential through traffic.

g) Pyrton Lane would become a no through road once the new houses and an edge road were built, so speed bumps would be a waste of money. Passing places would be of more value or the calming could be installed as a temporary measure only, to be removed at such time as the lane is closed to through traffic.
Officer response
The edge road is still subject to negotiation with developers. Only when it is agreed and constructed, with the possibly of the 'through route' via Pyrton Lane being severed, could the traffic calming measures then be reconsidered for removal. This would be an option that can be reconsidered at that stage.

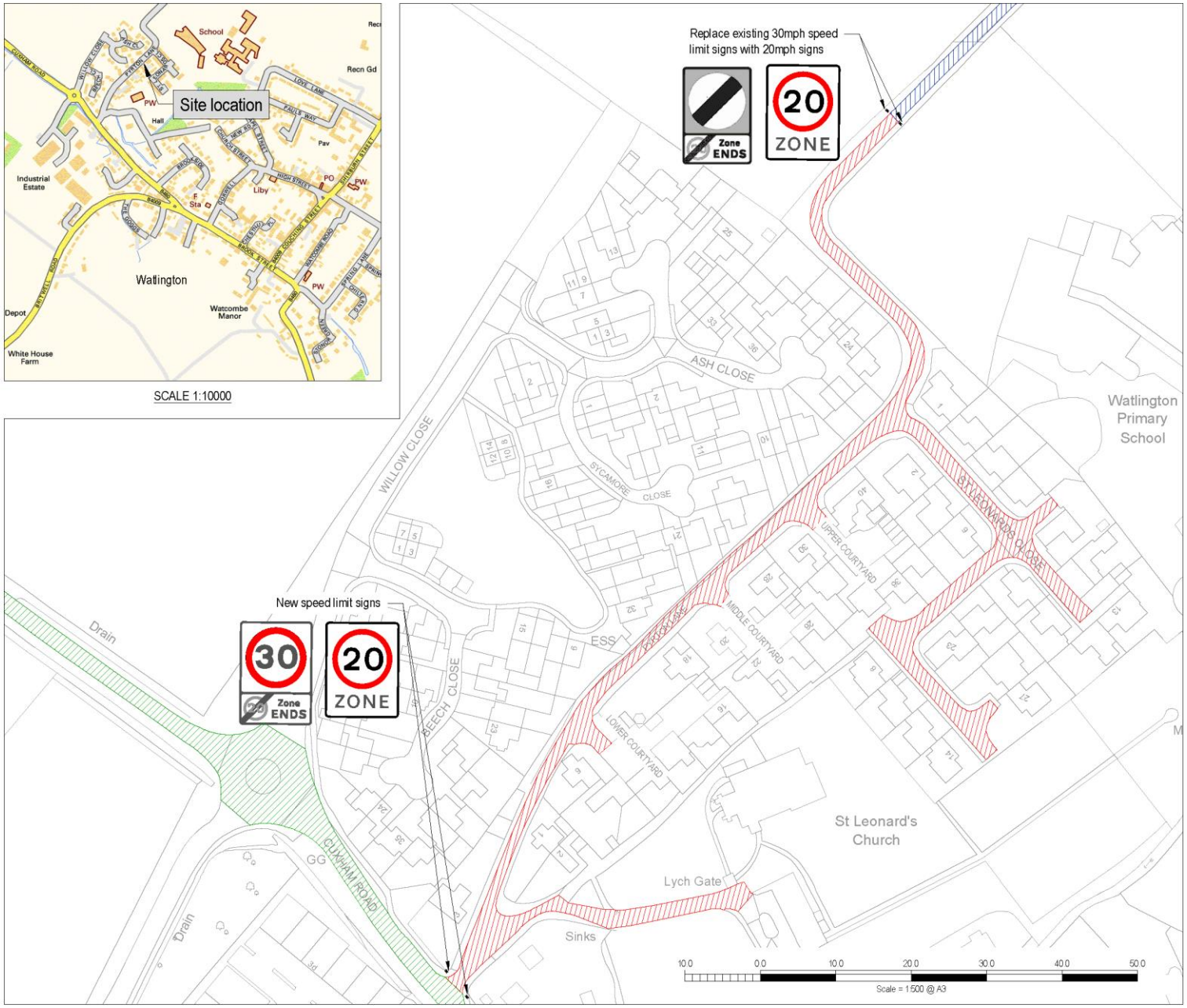
BILL COTTON
Corporate Director, Environment and Place

Annexes — Annex 1a and 1b: Consultation Plans
Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
Mike Horton 07912 474356

January 2022

SCALE 1:10000



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

KEY

- Existing 30mph speed limit to be reduced to 20mph
- Existing national speed limit to be retained
- Existing 30mph speed limit to be retained

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N

Rev.	Description	Date	Chkd
A	30mph zone revised.	10/11/2021 T. Hart	MF

Glanville
Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client : Watlington Parish Council

Project : Pyrton Road Watlington

Title : Proposed 20mp Consultat

ANNEXE 1a

Project Engineer :	T. Hart	Scale :	1:1250 @ A3
Project Director :	M. Ford	Date :	November 2021
Status :	INFORMATION		

Drawing No. 8210141/6102 Rev A

SCALE 1:10000

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.
3. Carriageway width dimensions provided by Parish.

KEY

Highway boundary (interpreted from OCC records)

Existing vegetation

(A) Traffic calming feature reference

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New full carriageway width traffic calming flat-top hump. 75mm high 2.5m plateau length 1:12 ramp 200mm drainage channel

Centrally located speed cushion. 2.0m wide 75mm high 750mm minimum channels either side

New bollards to protect verge

New full carriageway width traffic calming flat-top hump. 75mm high 2.5m plateau length 1:12 ramp 200mm drainage channel

Replace existing full height kerbs with dropped kerbs

Retain existing footway

Replace existing full height kerbs with dropped kerbs

PYRTON LANE

UPPER COURTYARD

MIDDLE COURTYARD

LOWER COURTYARD

Lych Gate

Sinks

10.0m 8.0m 9.0m 4.1m 3.7m 3.5m 3.3m

Scale = 1:500 @ A3

Rev.	Description	Date	Chkd
A	Speed cushion revised. Signage not shown (TBC).	10/11/2021 T. Hart	MF

Glanville
Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client : Watlington Parish Council

Project : Pyrton Road Watlington

Title : Proposed Traffic Calming Consultation Plan

Project Engineer :	T. Hart	Scale :	1:500 @ A3
Project Director :	M. Ford	Date :	November 2021
Status :	INFORMATION		

Drawing No. 8210141/6101 Rev A

ANNEXE 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection** - Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits .All aspects of the proposed speed limit are taken into account i.e. collision history ,speed of existing traffic, road environment, enforcement, road character and driver perception etc. There is a proven link between road environment/character and drivers speed .Drivers must respect the need for a speed limit .If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action. The police stance still reflects that 20 mph limits and zones should still be self-enforcing. I am aware that speed data has already been obtained and that this scheme also includes an element of physical engineering.
(2) Local County Cllr, (Chalgrove & Watlington division)	**Support** - I'm very pleased to see these plans be brought forward. Residents of Pyrton Lane and St Leonards close have long highlighted the safety issues surrounding the volume and speed of traffic using the lane. I am happy to support these proposals, and the parish and residents of Pyrton Lane.
(3) Local group/organisation, (Oxfordshire Cycling Network)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** We support 20mph speed limits and appropriate traffic calming to improve the safety of people walking, wheeling and cycling, and to encourage the use of these active and healthy modes. The reduced limit will also feed through to sat-navs and reduce rat-running on this road. We have no comments on the full width humps. The Speed cushion is a balance between width and effectiveness, and also it would normally need side passes of 1.5m to allow clear space for 3 and 4-wheeled cycles to pass without impediment or tilting - however that is not possible in this space. We think the current proposal is acceptable but will not be effective at slowing down many wider vehicles. It may be worth

	considering a third full-width flat top hump instead.
(4) Local Resident, (Watlington, Brook street)	20mph speed limit - **Object** Flat-top humps - **Concerns** Speed cushion - **Concerns** You can't get above 15mph along the stretch at the best of times with traffic! Speed bumps or calming cushions are a waste of time and money a bypass is much needed to remove traffic along the lane
(5) Local Resident, (Oxford, Rymers Lane)	20mph speed limit - **Object** Flat-top humps - **Object** Speed cushion - **Object** I've cycled through Watlington on a number of occassions recently and do not believe these are necessary. The use of raised road surfaces and 'build-out' features increase pollution as cars brake and then accelerate away. They also inhibit those cycling. Should a 20mph zone be deemed to be required just for the period when pupils enter and leave the site (e.g. 2 hours per day - via flashing lishts) then I would not object to this.
(6) Rather not say, (Watlington, Spring Lane)	20mph speed limit - **Object** Flat-top humps - **Object** Speed cushion - **Object** 30mph is adequate max speed limit on this road. Limited residential properties. If we accept the above there is no need for traffic calming measures of any description which cause damage to vehicles, induce the revving of engines and this increased emissions.
(7) Local Resident, (Watlington, St Leonards Close)	20mph speed limit - **Concerns** Flat-top humps - **Object** Speed cushion - **Object**

	Will have to drive over them every day causing damage to my car
(8) Local Resident, (Watlington, St Leonards Close)	20mph speed limit - **Support** Flat-top humps - **Object** Speed cushion - **Object** Because there is no issue of speeding on Pyrton Lane! I have travelled by car to and from work almost every day for the past 10 years. Not once in all that time have I ever come across a speeding vehicle. Cars don't speed down there because they can't - it is to narrow and visibility is poor. It is quite likely that the people concerned with 'speeding' are the residents just off Pyrton Lane who have to walk down there. They have to walk in the road because there is no footpath - or rather the footpaths are overgrown with hedges! Any car coming along looks like it's 'speeding' if you're walking in the road. If the footpaths were made clear, as they should be, then there will be no need to use the road as a path, which obviously is dangerous to all concerned. The speed humps are a waste of time - you should consider putting your time and effort into clearing the paths by the side of the road and making them safe for walkers.
(9) Local Resident, (watlington, Spring Lane)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Object** Object to speed cushions because they don't seem to make any difference to the speed of cars but do make life harder for cyclists. Approve of the other measures, they would definitely improve the traffic on Pyrton lane. I'd love to see the same speed limit and traffic calming features throughout the whole village. Traffic is too fast and too aggressive everywhere but particularly along couching Street, brook Street & Shirburn Street.
(10) Local Resident, (Watlington, Ash Close)	20mph speed limit - **Concerns** Flat-top humps - **Concerns** Speed cushion - **Concerns**

	Most vehicles who use Pyrton Lane as a short cut do not take any notice of current speed limit. I also think the speed humps will create issues for larger lorries. Finally, I understood Pyrton Lane would become a no through road once the new houses were built, creating an edge road, so putting in speed bumps would be a waste of money.
(11) Local Resident, (Watlington, Chestnut)	20mph speed limit - **Concerns** Flat-top humps - **Concerns** Speed cushion - **Concerns** Stop all parking with yellow lines on Couching St! Because of parked car and playing dodgems you never ever get to 20 MPH so why put a limit that is not achievable? Calming humps etc cause more pollution and damage car tyres and suspension - will you pay out on claims?
(12) Local Resident, (Watlington, Love Lane)	20mph speed limit - **Concerns** Flat-top humps - **Concerns** Speed cushion - **Concerns** The only reason for either the traffic calming or the reduced speed limit is the councils failure in maintain country roads, Pyrton Lane used to be a 2 lane road, now it is a narrow single lane. Do your jobs and we would all have safer roads to travel
(13) Local Resident, (Watlington, Pyrton Lane)	20mph speed limit - **Concerns** Flat-top humps - **Concerns** Speed cushion - **Support** Speed humps are helpful but Pyrton Lane has large vehicles and farm vehicles also and that plus humps will increase air pollution as vehicles idle to facilitate passing. Also the road surface increases noise pollution.
(14) Local Resident, (Watlington, Brook Street)	20mph speed limit - **Support** Flat-top humps - **Concerns** Speed cushion - **Concerns**

	In general I can understand the residents of Pyrton Lane and St. Leonards wanting these measures but my concern is that the humps will not really be needed once the Edge Road is in place which hopefully won't be too long now.
(15) Local Resident, (Watlington, Pyrton Lane)	20mph speed limit - **Support** Flat-top humps - **Concerns** Speed cushion - **Concerns** Pyrton Lane is a very narrow lane with a hairpin/chicane on it. Many times when I leave the house, people are driving in the middle of the road and too fast as they come around the chicane. Because Pyrton Lane is also used as a rat run, it gets very busy with lorries as well. Traffic calming humps or cushions concern me because people move to the centre of the road to avoid them and that may risk pushing traffic further into the road rather than encouraging them to stay tight to the side. Passing places would be of more value.
(16) Local Resident, (Watlington, Pyrton lane)	20mph speed limit - **Support** Flat-top humps - **Concerns** Speed cushion - **Concerns** I support the humps as a temporary measure only, to be removed at such time as the lane is closed to through traffic
(17) Local Resident, (Watlington, Sycamore Close)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Concerns** I have concerns about the noise level that could be generated by the speed cushion calming feature. I have read it can cause noise and vibrations and our house backs onto Pyrton Lane with our bedroom windows above where one of the cushions is earmarked for. I would like to see bollards all down the verge side to protect it as drivers are destroying it by forcing their way past each other.
(18) Local Resident, (Watlington, Ash close)	20mph speed limit - **Support** Flat-top humps - **Support**

	Speed cushion - **Support** Often used by HGV's travelling too fast. Speed humps would be far more valuable than a 20mph limit. The road is too narrow for mobile speed cameras and drivers will know that. Speed humps will force the drivers to slow down
(19) Local Resident, (Watlington, Cuxham Road)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** To much traffic using the residential, country road without pavements and often moving to fast
(20) Local Resident, (Watlington, Hill Road)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** Traffic and drivers in particular don't pay attention and are driving at speed along Pyrton Lane. Something needs to be done to slow them down.
(21) Local Resident, (Watlington, Hill Road)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** As a residential area and especially with the limited footpaths along the lane, I believe that the safety of residents of Pyrton Lane should be paramount, and that these measures would help to reduce vehicle speeds in this area.
(22) Local Resident, (Watlington, Pyrton Lane	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** As a resident of Pyrton Lane, I am only too aware of the colossal misuse of this winding, rural road by construction traffic and rat runners. I strongly support the traffic calming measures as action is desperately needed.

(23) Local Resident, (Watlington, Pyrton Lane)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** We live on the lane and have to walk our children along here for school, to get into town etc. Cars use the lane as a cut through often travelling at speed, most of the lane has no pedestrian walkway so many residents have to walk on the lane. The lane is an accident waiting to happen and we have had a lot of near misses when on the lane with our children.
(24) Local Resident, (Watlington, Pyrton Lane)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** I am fully supporting the proposals because I live in Pyrton Lane which is currently used as a 'ratrun' and 'racetrack'by inconsiderable motorists who have no respect for the residents.These measures are long overdue and hopefully will prevent a serious accident happening in the future
(25) Local Resident, (Watlington, Pyrton Lane)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** The one important thing that concerns me is that as traffic slows down by my house either to pass another vehicle or to approach a speed bump, it swerves onto my property. Is the Council prepared to restore the. damage done to the surface, and to continue to maintain it? Isn't this ruled in the payment of Community Charge? As the damaged surface is the entrance to shared access that is.
(26) Local Resident, (Watlington, Pyrton Lane)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** Pyrton Lane is increasingly being used as a 'rat run' for vehicles going to or coming from the M40. There is no

	footpath or pavement on either side of Pyrton Lane. These two factors combine to make it extremely dangerous for pedestrians. There are a number of elderly people living on the lane, as well as families with children. Both these groups can justifiably be described as 'vulnerable' when they walk along the lane.
(27) Local Resident, (Watlington, Pyrton Lane)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** I wholeheartedly support delivery of this scheme. Myself and the residents group have been working for 4 years to petition, consult on and develop this scheme with WPC, OCC and others. It included us working with Watlington Parish Council to deliver a residents' survey in Dec 2019 that demonstrated very strong support for almost any measure that will mitigate the dangerous speeds on a lane that is narrow, has residences and entrances along in (often blind) and lacks footpaths. There have been many incidents of pedestrians having physical or verbal encounters with vehicles, including unwelcome HGVs. We look forward to these measures being implemented and to a calmer, safer lane
(28) Local Resident, (Watlington, Pyrton Lane)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** To improve Pyrton Lane for residents and hopefully pedestrians
(29) Local Resident, (Watlington, Pyrton Lane)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** I live on Pyrton Lane. It is increasingly used as a rat run by through traffic avoiding the centre of Watlington. Often the traffic is travelling too fast for the conditions. There is very little pavement along the road and so it is dangerous for pedestrians. Safety measures such as those proposed are long overdue.

(30) Local Resident, (Watlington, Pyrton Lane)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** I live on Pyrton Lane and there are many fast and aggressive drivers using it for a cut through.
(31) Local Resident, (Watlington, Pyrton Lane)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** There is too much traffic, going too fast, making Pyrton Lane a very dangerous road for both pedestrians and vehicles.
(32) Local Resident, (Watlington, Shirburn Street)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** speed of traffic
(33) Local Resident, (Watlington, St Leonard's Close)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** Parton Lane is now a rat run which is getting worse. Larger and larger vehicles are using it and the drivers do not adhere to any speed limit.
(34) Local Resident, (Watlington, St Leonard's Close)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** Pyrton lane is used as a rat run by those travelling from the m40 to surrounding villages it has become increasingly busy as Watlington itself becomes congested people use the lane as a short cut

	Increasingly large vans & lorries are using the lane which in many places is single lane & so destroying the verges & resulting in blockages & bottle necks as vehicles have to reverse into driveways & side roads. They travel at high speed to justify the perceived short cut. There are areas where there are no pavements & so pedestrians are forced to walk in the road putting themselves at risk from vehicles travelling at high inappropriate speeds in narrow & some blind corners - I support all measures to reduce speed & deter use as a rat run.
(35) Local Resident, (Watlington, St Leonards Close)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** The speed of traffic along Pryton Lane is too fast, dangerous and reckless. I fear for pedestrians who regularly use this part of the road.
(36) Local Resident, (Watlington, St Leonards Close)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** Traffic on Pyrton Lane is now becoming totally unacceptable with cars speeding down the lane and HGV's using it as with all other traffic as a rat run.
(37) Local Resident, (Watlington, St. Leonards Close)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** Fast cars on dangerous bends so need measures in place to slow cars down to keep pedestrians and other road users safe.
(38) Local Resident, (Watlington, St. Leonard's Close)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support**

	There is an unacceptable volume of traffic on Pyrton Lane, a narrow country lane, and the traffic situation will only get worse owing to the massive developments near the lane. Much of the traffic moves at too fast a speed, posing a risk to other drivers, who frequently have to pull into the bushes, and to the pedestrians who have no choice but to use the lane. The risk to pedestrians is enhanced by the absence of pavements for most of the lane. Drivers need to be deterred from using a lane that is completely unsuitable for the volume of traffic it's already getting.
(39) Local Resident, (Watlington, Sycamore Close)	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** I use the lane as a pedestrian and consider it extremely dangerous due to the volume of traffic including lorries and farm machinery.
(40) Local Resident, (Marle Brook Estate)	**Concerns** - It is a constant surprise to me that no one has been killed or injured crossing the road where Pyrton Lane joins Cuxham Road. It is a very sharp corner and difficult to see in all directions. Surely putting in traffic calming measures will make drivers go through the centre of Watlington to avoid the bumps. Would that be a desirable outcome?
(41) Email response, (unknown)	**Concerns** - If they are making changes to the road lay out it would be good to have one of the mirrors at the end of the lane /on Cuxham road junction because visibility is poor… and crossing with children continues to be lethal!
(42) Watlington Parish Council	20mph speed limit - **Support** Flat-top humps - **Support** Speed cushion - **Support** WPC has been actively supporting the residents of the area in requesting this change since 2017 Pyrton Lane is a narrow lane that has been in use for well over 300 years, connecting Watlington with the neighbouring village of Pyrton. In the built up area it is narrow and in places does not allow two cars to pass without one going onto the verge It has a narrow footpath alongside part of its length but now usable footpath for at least half of its length In recent years it has been used by through traffic as a convenient cut-through to avoid the congestion in the centre of Watlington

	In particular heavy vehicles have taken to using it for the same purpose Watlington provides the only access route to Junction 6 of the M40, so through traffic either has to pass through the narrow medieval streets in central Watlington or use Pyrton Lane In 2018 a traffic survey recorded an average speed for the 7am to 7pm period of 29mph with peak speeds up to 40mph, and a total traffic flow of nearly 1000 vehicles. Many of the houses in the three closes leading off Pyrton Lane are occupied by families with no pedestrian routes to the schools and the town centre other than walking along Pyrton Lane This situation is inherently unsafe, although there have been no serious incidents. The plan that is presented is essentially that which was drawn up by a group or residents who consulted all residents in the area. The results of that survey were strongly supportive of the proposal.

Divisions affected: *Charlbury and Wychwood*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 27 JANUARY 2022

CHARLBURY – HIXET WOOD - PROPOSED NO WAITING AT ANY TIME RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed no waiting at any time restrictions at Hixet Wood, Charlbury.

Executive summary

2. This report presents responses received to a statutory consultation to introduce no waiting at any time restrictions at Hixet Wood to facilitate the safe access to and from a new residential development, including enabling bin lorries to enter and exit the site.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developer of land off Hixet Wood who will also fund implementation of the proposals should they be approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 21 October and 19 November 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, West Oxfordshire District Council, Charlbury Town Council, and local County Councillor. Letters were sent to approximately 60 adjacent premises in the immediate vicinity, and street notices also placed on site.

7. Fifty-four responses were received during the formal consultation. 39 objections (72%), 11 expressions of concern (20%), 1 expression of support, and 3 neither objecting nor commenting. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

8. Thames Valley Police and West Oxfordshire District Council did not object.

9. Charlbury Town Council strongly objected on the grounds of the loss of parking spaces where there is no off-road parking and where there is already insufficient parking spaces for existing residents and for customers of nearby businesses. Additionally, the Town Council expressed a concern that the removal of parking would increase the speed of traffic on a road that is used by many pedestrians therefore reducing their safety. It would also encourage and enable lorries and site traffic to access unsuitable narrow streets.

10. The local member also objected, challenging the rationale for the yellow lines being that the bin lorries need to be able to turn there, noting that bin lorries can get up Hixet Wood without any need for parking restrictions and requesting that alternative means of managing the bin collections for the new development are identified to avoid the displacement of cars to other parts of the town as well as inconveniencing residents who have no driveways or private parking spaces.

11. An objection was also received from a local church on the grounds that many of their congregation travel in to Charlbury for daily Mass and with demand being particularly high on Sundays reducing parking in the area would make life very difficult and adversely impact the congregation.

12. Fifty-one responses were received from members of the public. 38 objections, 11 expressions of concern, one expressing no opinion and one in support.

13. The objections and concerns were overwhelmingly in respect of the loss of parking for residents and businesses in an area where there is already high parking pressure due to many properties – including those directly adjacent to the proposals – having no off-street parking and the resulting inconvenience and increased pressure at other nearby locations.

14. One factor raised within the responses was that the proposed waiting restrictions were not included as part of the planning consent for the development but only subsequently identified as being required by a road safety audit (carried out by consultants employed by the developer) for the junction of the new access for the development with Hixet Wood and expressing the view that assurances understood to have been given by the developer that the development would have minimal impact on existing residents had been negated by the current proposals.

15. In respect of bin collections some respondents commented that at other locations in the town it was not uncommon for residents to have to bring their

bins along narrow lanes which bin lorries were unable to access and queried why the same arrangement should not apply to the new development.

16. Noting the above responses, it is accepted that local opinion is very heavily weighted against the proposals which would result in the loss of parking for six vehicles (given that the restrictions extend approximately 30 metres on both sides of the road, with the carriageway width only permitting parking on one side (in practice the east side).

17. However, both the Highway Code (which requires drivers to avoid parking within 10 metres of a junction, including opposite a junction) and the independent road safety audit for the new junction giving access to the development, which identified the need for the proposals which only extend as far as required by the Highway Code.

18. Additionally, comments have been received that bin lorries currently can have great difficulty making progress adjacent to the proposals due to the current parking and that even without the development some parking restrictions are desirable.

19. The developers of the site have stated there are four unreserved parking spaces within the development which while primarily intended for visitors would nevertheless also be available to existing residents.

BILL COTTON
Corporate Director, Environment and Place

Annexes — Annex 1: Consultation Plan
Annex 2: Consultation responses

Contact Officers: — Tim Shickle 07920 591545
Chloe Kirby

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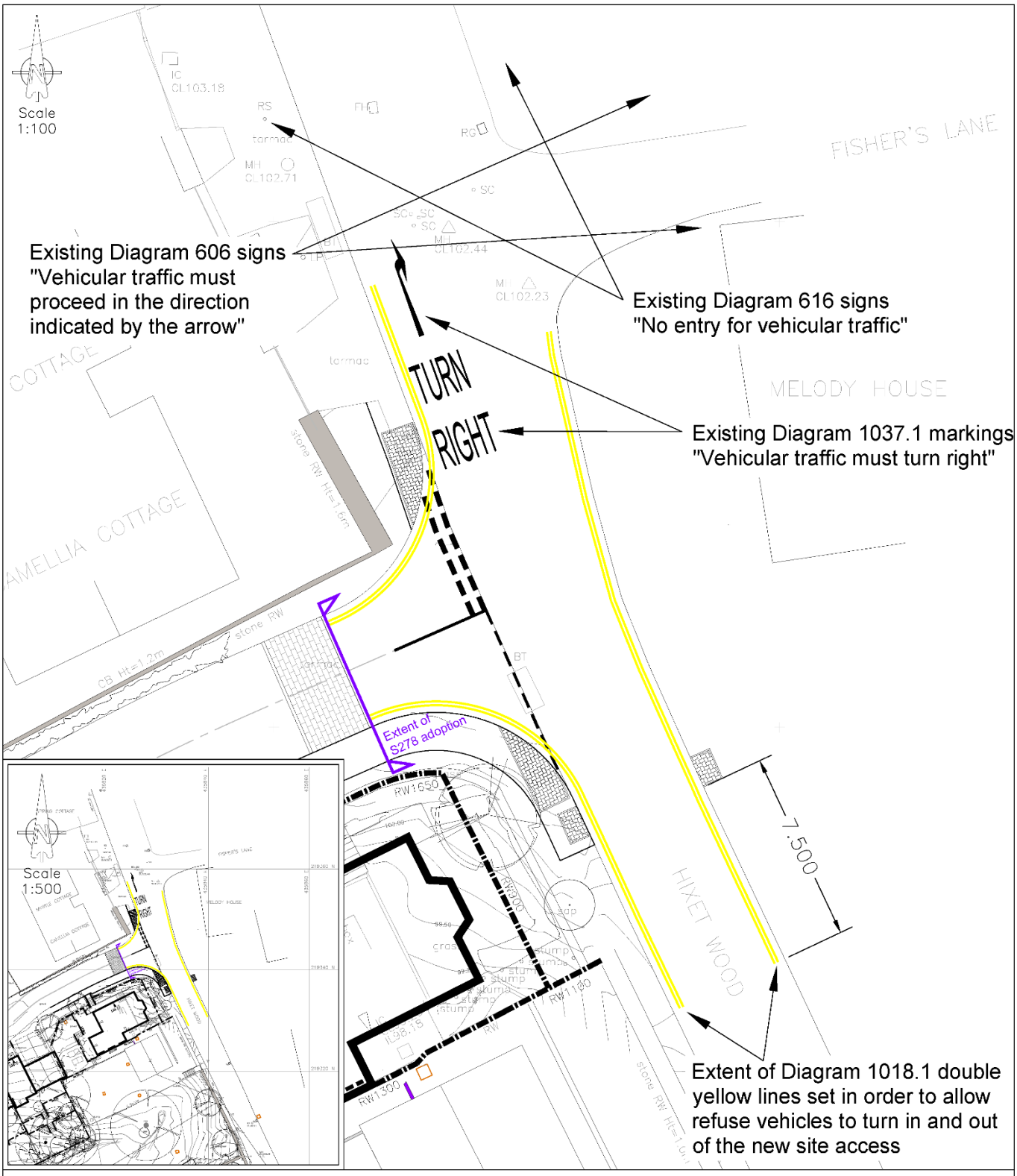

Key:

Proposed new Diagram 1018.1 double yellow lines – waiting of vehicles prohibited at all times

ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION ISSUED BY OXFORDSHIRE COUNTY COUNCIL

General Notes:

1. Do not scale from this drawing.
2. All dimensions in metres.
3. Survey levels and grid based on Ground Surveys Ltd Topographical Survey 6384–01. All levels relate to ordnance datum and grid is the ordnance survey national grid.
4. This drawing is based on the latest Architectural planning layout and shall be read in conjunction with all other relevant longitudinal sections and construction drawings.
5. Any discrepancies with any of the drawings shall be reported to MJA Consulting Engineer.
6. The level and location of all existing services shall be verified on site by the Contractor before commencing any construction work.
7. Contractor must comply with all current legislation relating to CDM, Health and Safety and COSHH.

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REV. No.	DATE	DESCRIPTION	DRAWN	CHECKED
P1	02.08.21	First issue.	TDF	LJW

Client: Blenheim Estates

Project: Police House Site, Hixet Wood, Charlbury

Title: Traffic Regulation Order Plan

MJA CONSULTING
CIVIL & STRUCTURAL ENGINEERS
Ipsum Court, 24 The Quadrant,
Abingdon Science Park, Abingdon
Oxon, OX14 3YS
Tel: 01235 555173
Email: mail@mjaconsulting.co.uk

Scale:	Status:			
As Shown @ A2	PRELIMINARY			
Drawn: TDF	Project Engineer: LJW	MJA Project No: 6365	Date: August 2021	
Drawing Number: 6365–MJA–SW–XX–DR–L–6116			Rev: P1	

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) West Oxfordshire District Council, (Parking Team)	**No comments**
(3) Charlbury Town Council	**Object** - The Town Council strongly objects to this proposal. It would mean losing parking spaces where there is no off-road parking. Currently there isn't enough parking spaces for existing residents. To reduce what there is would cause uproar. Where would the residents park? And the visitors to the shops along Sheep Street? Removing parking would increase speed of traffic on a road that is used by many pedestrians therefore reducing their safety. It would also enable lorries and site traffic to access narrow streets which would be completely unsuitable.
(4) Local County Cllr, (Charlbury & Wychwood Division)	**Object** – The rationale for the yellow lines is that the bin lorries need to be able to turn there, but I would dispute this - I can see no reason why this is necessary. At the moment the bin lorries can get up Hixet Wood without any need for parking restrictions. If the bins can be managed in such a way that the lorries do not need to go into the development to collect, these lines and the consequent removal of parking spaces will be quite unnecessary. If allowed to go ahead, these lines will cause displacement of cars to other parts of the town as well as inconveniencing residents who have no driveways or private parking spaces. Please would you reconsider this and work out a way in which the bins can be accessed without having to restrict parking in Hixet Wood.
(5) Local Church, (Sheep Street)	**Object** – I must object strongly to the removal of parking opposite the Police house developments. People travel in to Charlbury for daily Mass and Sundays is particularly busy. Reducing parking in the area will make life very difficult and adversely impact our life.

(6) Local Resident, (Charlbury)	**Object** 1) What research has been done on existing parking in Charlbury? 2) Did this research happen prior to the planning for the development down the road, or after? 3) What objections have already been made and how many? 4) Is the council aware of how many people park on these roads already, and, if so, how many? 5) Does the council know who the cars belong to, that park on these roads? Is it residents, visitors, trades people? 6) Where is alternative parking being offered? Where is everyone supposed to park?
(7) Local Resident, (Charlbury, Little Lees)	**Object** - This is not required and should have been considered at the original application. It would result in unnecessary loss of on-street parking.
(8) Local Resident, (Charlbury, Sheep Street)	**Object** - This area is used by existing residents for parking. If this change is due to safety considerations, this should have been considered at planning stage for the new houses, not retrospectively. Smacks of the many will pay for the few to gain.
(9) Local Resident, (Charlbury, Park Street)	**Object** - The WODC approved plans show the bin store for the housing development next to the road junction. There is therefore no need for refuse lorries to enter as they can empty the bins without turning, momentarily stopping in the road as they do elsewhere in the Town. Additionally, if it was a concern OCC as a statutory consulted should have raised this as an issue at the planning stage. It may have meant that the development should have been refused.
(10) Local Resident, (Charlbury, The Green)	**Object** - Failure to prepare equals prepare to fail, this was going to be a problem from the outset, Charlbury cannot take any further building as the roads through the town were not designed for the current use let alone the increased use planned. Now to ask for residents to give up their on-street parking because they are getting in the way of making money for property developers

(11) Local Resident, (Charlbury, Woodstock Road)	**Object** - The sole reason for this proposal is to allow refuse vehicles access to the new, housing development. Refuse vehicles do not need access for the few minutes they are at the location, parking at the junction is the practical solution. In other parts of Charlbury where there is only pedestrian access, refuse operatives walk the few yards to collect the bins, why not here? Residents of Sheep Street and Hixet Wood already compete for the few car parking spaces available it is unbelievable that OCC, having declared a 'Climate Emergency' is intent on removing spaces where residents would be able to charge EVs.
(12) Local Resident, (Charlbury, Thames Street)	**Object** - As there is a big parking problem in Charlbury already, and it will just make it worse,
(13) Local Resident, (Charlbury, Hixet Wood)	**Object** - Parking is already difficult in Charlbury. The proposed plan means that residents will no longer be able to park outside their own homes. Additionally, the new houses being built on Hixet Wood will only add to the congestion in the area.
(14) Local Resident, (Charlbury, Hixet Wood)	**Object** - The restrictions are to the front of our grade 2 listed property Melody House where we as a family have parked for 15 years, along with local existing residents from the surrounding roads, Hixet Wood, Sheep St, Fishers Lane. This restriction will force around 8-10 cars to park in front of other peoples' homes in the surrounding roads. The proposed development has ample access space as all the previous residents on this land have had over the last 40 years and the cars parked on our side of Hixet Wood, slow down the traffic on a narrow road making it safer for pedestrians. This was certainly not proposed in the planning application for the development, which was accepted on the grounds that it would have minimal impact on existing local residents and certainly not affect their access to parking near their properties.
(15) Local Resident, (Charlbury, Hixet Wood)	**Object** - Parking is already at a premium in this area, this proposal will prevent residents parking outside their own homes, displacing them further along Hixet Wood to the area close to our business where we already have problems with parking. We have recently managed to get OCC to paint white lines in KEEP CLEAR to prevent cars blocking the entrance to the garage premises and allowing visiting vehicles to turn in - although this has not solved the problem, every day we have visitors in large vehicles/lorries and trailers who struggle. On dustbin day it is already a known hotspot for vehicles causing obstructions and the operatives leave stickers on vehicles. This cannot go ahead in the current proposal, 30m is too much. It is the loss of about 5-8 cars parking spaces. Owing to the narrow nature of Hixet

	Wood, there will be a problem if these cars are moved further along.
(16) Local Resident, (Charlbury, Hixet Wood)	**Object** - I am sure that you will agree that if the County Council has permitted development and now found that the permitted development unfortunately makes the community surrounding that development unsafe, the community should not suffer for accidental errors made by the County Council in granting the development. It would be unfair to the community if scarce parking space in a 20mph zone were removed from a community that made clear its concerns to the proposed development previously. The community raised a number of objections prior to the planning application being granted by the County Council. One of those objections was the removal of scarce parking spaces to be used for access to the proposed site. The County Council has now flagged to the community that the development it previously believed to be environmentally sound and essentially safe to the public is in fact not safe. We all make mistakes. However, rather than the community being adversely affected by the removal of spaces, I request that the County Council protects the existing community by ensuring that the same volume of parking remains available, either by retaining the current spaces or by compensating for their loss by changing the residential development plans so as to provide the same number of parking spaces within the residential development but for public usage and for the current community along Hixet Wood rather than for additional new homeowners within the new residential development. In general, more expensive houses tend to have larger external spaces that can be used for parking, so, given this fact, the current proposal will most likely discriminate unfairly against less affluent households who have no private parking, including more vulnerable sections of society and those who have retired and potentially live on a reduced income and potentially require assistance with mobility. Parking a significant distance from their home could be challenging, for example in terms of moving groceries from their car into their house. I would therefore request that the County Council ensures that parking space is not lost because I believe this could prove to be discriminatory. In terms of the level of danger of the new development to the public as flagged by the County Council, I would be grateful for data demonstrating the level of danger posed by the development. Could the County Council possibly provide data to the community so that it can better understand the need for the removal of these particular parking spaces, including: - Data/statistics on accidents in this specific area on Hixet Wood in the last 5 years? - Data/statistics on deaths in this specific area on Hixet Wood in the last 5 years? - Data/statistics showing any differences in the above made by the reduction from 30 mph to 20 mph on this section of

	road? - Data/statistics on volume of traffic in this specific area on Hixet Wood in the last 5 years? As noted above, this section of the road is now restricted to 20 mph, and I would be grateful if the County Council could (a) review and share the safety data above and (b) reconsider their proposal. A reduction in scarce parking spaces would cause problems for the community, and there is a sense of inevitability that if the number of parking spaces were reduced overall, the consequences would result in the County Council having to take further measures and incur further expense in solving the new problems created. In summary, I would be grateful for a solution from the County Council that ensures that overall the number of parking spaces available for use by the existing Hixet Wood community is not reduced and that discrimination is avoided.
(17) Local Resident, (Charlbury, Rochester Place)	**Object** - I work in a business in the town centre. There is already a lack of parking in Charlbury with our customers constantly struggling to park. Placing these double yellow lines will lose a 6-7 parking spaces on the outskirts of the town centre leaving even less options for our customers to park.
(18) Local Resident, (Charlbury, Hundley Way)	**Object** - Hixet Wood is an area typified by an acute shortage of on-street parking and is surrounded by areas with restrictions. The requirements of the Highways Code are sufficient to allow suitable access and egress onto this narrow road and the equally narrow Fishers Lane. Residents assume this proposal has been made by the irresponsible developers of the sensitive site behind the former police houses. It is a matter for them to ensure their development can effectively service vehicles. The County Council at the time of the planning application made no request for this restriction, and there are no grounds for doing so now.
(19) Local Business, (Charlbury, Crawborough)	**Object** - As a professional gardener, I need to visit Camellia Cottage and Melody House regularly, with my tools in my vehicle. I will not be able to work at those addresses if I can no longer park on the street in the vicinity.
(20) Local Resident, (Charlbury, Sheep Street)	**Object** - Object strongly. The residents of Sheep St already share very limited parking with the businesses on the street. We can never get a space outside of our home and have to use the spaces further down daily. It's already an imposition when carrying shopping or in poor weather and removing this parking will simply exacerbate this for other areas in Charlbury. This is a ridiculous idea and current residents will be penalised at the prospect of future ones.

(21) Local Resident, (Charlbury, Hixet Wood and Fishers) Lane	**Object** - Because this will cause hardship to the existing people who park there and is primarily because of the new Vanderbilt Homes development. The development in progress is in part managed by the Marlborough family, and coincidentally they have house next to the development (Lee Place), and access to this (UNWANTED) new development could be via the land surrounding Lee Place. If THEY want to profit from their development, then THEY should also suffer some of the consequences, and NOT the long-suffering people of Charlbury.
(22) Local Resident, (Charlbury, Rochester Place)	**Object** - The arrangements as they currently stand work satisfactorily; restricting on-street parking in this area further would simply make the problem worse elsewhere and create dangerous situations for all road users where currently they are known and work effectively.
(23) Local Resident, (Charlbury, Sheep Street)	**Object** - The new development will have the luxury of offstreet parking. This proposal therefore has an inequitable impact on those of us who have lived here for many years and don't have the luxury of offstreet parking. We already play a regular game of shuffling cars, parking in other streets etc. Removing these spaces from existing residents, for the benefit of a new development with offstreet parking, is cynical, ignorant and downright unjust. This is typical of the general state of play these days. Very, very disappointing indeed.
(24) Local Resident, (Charlbury, Sandford Park)	**Object** - I object against restricting the parking in Hixet Wood because there already is very little parking available in the town centre and this will make it even more difficult for residents to park at a reasonable distance from their home. If will inherently have a knock-on effect on other parking in town if parking here is restricted. There is also no good reason for this parking restriction. Parking here has been fine for a long time, there are no safety issues for pedestrians etc. If anything, there are more people that need to park, not fewer and the current parking helps to make this road safer for pedestrians too. If this restriction relates to the new houses off Hixet Wood, then clearly any solution for any issues should be sought within that development (particularly given it is still in development, so would make perfect sense to develop it in a way that does not lead to restricted parking.

(25) Local Resident, (Charlbury, Sheep Street)	**Object** - There is very little parking on Sheep St with narrow access. Overspill is used in Hixet Wood. It will make Hixet Wood much LESS safe for pedestrians as cars will speed up rather than slow down. The development should NOT be prioritised over needs of local residents. Waste should be collected from the road as everyone else's is and I see no reason for wider access to the development for this. Why is it that the needs of local residents are not considered over those of developers? It's a disgrace.
(26) Local Resident, (Charlbury, The Slade)	**Object** - Unfair on residents who will lose parking, this should have been considered as part of the planning application and the development should have created additional spaces on site to offset the ones it now wants to lose.
(27) Local Resident, (Charlbury, Sheep Street)	**Object** - This is will make Hixet wood very dangerous and also compact car problems on the surround streets
(28) Local Resident, (Charlbury, Bayliss Yard, Sheep Street)	**Object** - There is already a lack of parking for existing residents
(29) Local Resident, (Charlbury, Hixet Wood)	**Object** - There is already limited parking in Hixet Wood for residents. Further restrictions are not necessary for access to the new development in Hixet wood. I have lived opposite the land on which the development is taking place for the past 15 years, and there has been regular use by vehicles turning in and out of the gates where the entrance to the new development now stands, without any need for parking restrictions. A removal of parked cars from near the junction with fishers Lane and sheep street will also result in traffic heading down the hill at increased speeds causing risk to pedestrians.
(30) Local Resident, (Charlbury, Tanners Court)	**Object** - The reduction of available parking in a town where several properties are too old to have parking facilities and most residents own at least one car is stupid.
(31) Local Resident, (Charlbury, Hixet Wood)	**Object** - We have lived on Hixet Wood for 15 years, opposite the land currently being developed by Blenheim Estates. Previously on this site, there has always been the police houses with 3 garages and never before has there ever been a problem with multiple vehicles coming in and out of the property. I have always parked in front of my home with children, a disabled mother, an elderly grandfather etc and can't believe that this developer thinks he can just suddenly make our road double yellow lined, with not a care for existing long term local residents and how it will effect

	us. This was certainly not proposed in the planning application for the development, which was accepted on the grounds that it would have minimal impact on existing local residents and certainly not affect their access to parking near their properties. The developer is proposing to take away the parking spaces available in front of our house, along with another approximately 6 car spaces along our wall, used by residents from both Hixet Wood, Fishers Lane and Sheep Street for the last 15 years. Am I to assume that the the developer will be providing additional parking within the boundaries of the development for local residents whose parking will be lost by this proposal? If this is not the case, the proposal is completely unacceptable. All previous residents have been able to get in and out of the opposite properties with no problem to cars or residents, and now that the developers have knocked down part of the wall, they've improved their access to the site. Cars parked on the Melody House side of the road have the effect of slowing down the speed of traffic using Hixet Wood road from both directions towards the junction on Fishers Lane, and slower traffic on a narrow street makes it much safer for pedestrians. I trust you to understand how upsetting this is for us, as our house is one of the properties that this proposal effects the most, and we object strongly to this application. Hopefully your department will put a stop to this proposal and make the developers re-think the design of their own entrance, without restricting access to parking available for existing long-term residents. Parking in Charlbury is hard enough without just taking away 8 permanently used spaces within the town centre, the knock-on effect of losing these spaces will impact residents of both Hixet Wood and Sheep Street.
(32) Local Resident, (Charlbury, Hixet Wood)	**Object** - In the original plans the local town council unanimously objected to this development because of the valid concerns expressed by the local community about a lack of parking and unsuitability for added traffic among many other environmental concerns. We are residents on Hixet wood and strongly object to any suggestion of reduced parking on Hixet wood. It is already extremely overcrowded and as working parents with a young child we often struggle to find parking near to where we live as things stand. This often means carrying children and shopping long distances and struggling to get in and out our gate due to overcrowding from closely parked cars. Sadly, the 20mph is not adhered to by all. This can be quite stressful given as there is no footpath in places. The additional construction traffic, and in the future additional

	residents, increase these hazards. It seems irresponsible to propose to reduce parking further in an area where the residents are already struggling with these issues and have constantly fed back that it is already hazardous and will be made more so with the development proposed.
(33) Local Resident, (Charlbury, Fishers Lane)	**Object** - resident I would like to express my strong opposition to your plans to create a wide access road into the new housing development at the bottom of Hixet Wood. I would like to object on the following grounds 1. The major disadvantage of your plans is that they will result in a reduction in the number of parking spaces in an area which is already very short of parking space. As a result, if this proposal is allowed to proceed it will create unnecessary tensions between local residents and the occupants of the new houses once completed. 2. The access road you are proposing is wider than necessary, and there can be no case for allowing this road to be wider than the existing road down Hixet Wood. It could be re-designed with a wide entrance on the west side which would allow parking to continue on the existing east side of Hixet Wood. 3. If the road has to be of a certain width to allow access for refuse vehicles etc, I recommend other solutions including the collection of refuse from the new development from the kerbside in Hixet Wood, which would be both safer and save time for the refuse trucks. 4. I would recommend that rather than the proposed access road, the access to the new development should be designed as 'shared space' with a maximum 10mph speed limit. 5. Finally this development offers an important opportunity to show existing residents that the access roads to new housing developments like this can be sensitively planned to take into account the concerns of local residents, especially in respect of parking issues. I would urge you not to ignore this opportunity.
(34) Local Resident, (Charlbury)	**Object** - I am VERY opposed to the plan to place double yellow lines on Hixet Wood just near to the former Police Houses development happening (which should NEVER have been approved in the first place), thereby removing parking spaces for residents who live here. Traffic speed is already a problem and the removal of parked cars will only increase the speeds with which cars and

	lorries travel this road. Additionally, there is no need for refuse lorries to access the new development (which should NEVER have been approved in the first place). All new residents (as do all others on Hixet Wood) will bring their bins to the curb. The Charlbury Town Council and our county councillor Liz Leffman are ALL opposed to this measure, as well as to the houses being built in the first place. Do not paint double yellow lines on Hixet Wood and prevent residents from parking outside their own homes.
(35) Local Resident, (Charlbury, Sheep Street)	**Object** - As a resident of this immediate area for over 12 years, I know only too well how incredibly limited existing parking is on Sheep Street and Hixet Wood, and in Charlbury more generally. As I understand it, the housing development plans that are trying to convert this parking area to double yellow lines did NOT include this in their planning application and has not had any kind of official approval. It is therefore very unfair for developers to try and change the rules after the agreement of acceptable changes has been made. I would not want my local council to be bounced into such an iniquitous decision. The loss of the parking spaces will cause great inconvenience to all the neighbours and others in this area. Furthermore, several of us in this area have elderly relatives that are severely restricted in their mobility, and this proposed change will make their care very difficult. My mother is 86 and needs very proximal parking to be able to enter my house. Please do not allow this precious parking space to be made redundant. I understand that there is a housing shortage & that new areas are needed, but we in Sheep Street and Hixet Wood must insist on a quid pro quo. Build the houses (with all the noise, traffic, parking problems etc that this already brings), but don't take our very limited parking as well. I hope the council will see fit to stand up for its residents & tax-payers, and not fold to the demands of developers.
(36) Local Resident, (Charlbury, Dancers Hill)	**Object** - Like many small country towns and villages across the country, Charlbury has very limited off-road parking and the implementation of yellow lines as planned will only worsen an already difficult situation. It is not only the residents of adjacent houses who will be affected but many residents from other roads too. So severe is the shortage of parking space, that many people park their car two or three hundred yards from their home. People from Bayliss Yard, Pooles Lane, Fishers Lane and many other roads park on Hixet Wood. I am fortunate to have off-road parking but my drive is often obstructed by cars parked legally on Pooles Lane.

	I am more than happy to see temporary restrictions in place whilst construction work goes on but once completed, there should be no restrictions. There should be no concerns about access for refuse and recycling vehicles as I notice on the development plans, there is space for bins to be assembled.
(37) Local Resident, (Charlbury, Fishers Lane)	**Object** - As a resident of Charlbury living very close to the junction of Hixet Wood and Fishers Lane I feel that further limits on local parking would raise considerable problems. Reasons for opposing the measures include: 1. Many local homes have no private parking and a loss of further on street parking will cause additional pressures. It is not easy to see where the vehicles using this stretch of road to park can go. 2. The entrance to the development is wider than before. There is no necessity for refuse collection vehicles to regularly access the site as residents can bring their bins to this wide entrance for emptying. 3. Traffic currently is slowed by the presence of parked cars on Hixet Wood. It has the effect of traffic calming. The ability to drive faster along Sheep Street would make it more dangerous for pedestrians, cyclists and other motorists particularly as pavements are fragmented along Hixet Wood. 4. As one who walks along Hixet Wood/Fishers Lane/Sheep Street on a daily basis I have never found visibility a problem. Speeding traffic is far more of a hazard. Whilst not directly relevant to this issue a far more useful proposal would be an extension of the 20mph speed limit to include Fishers Lane!
(38) Local Resident, (Charlbury, Fishers Lane)	**Object** - We understand from your letter that this proposal is a direct result of the development taking place, and of does not appear to take into account the needs and longstanding uses of existing residents on this narrow roadway. Our objections are as follows: • The removal of already extremely limited street parking outside the homes of existing residents who have lived and parked their cars there – with no off-street parking - for many years. • The removal of on street parking options to residents of Fishers Lane without off street parking, like ourselves, who already face significant challenges in finding parking spots in our part of the town. • The removal of effective “traffic calming” at this very narrow junction point (Fishers Lane, Hixet Wood, Sheep Street) provided by the current on-street parking.

	• The failure to consider the character, quality of life and needs of existing residents and the inappropriate "urbanization" of a small Cotswold town, in an ANOB and within a conservation district. Thank you for the opportunity to lodge our strong objections and note that this email has been sent to you prior to your deadline. We urge you to reconsider this inappropriate parking proposal and work with the site developers and (especially) local residents to identify a better solution.
(39) Local Resident, (Charlbury, Woodfield Drive)	**Object** – I regularly walk down that narrow road on my way into the centre of Charlbury. At present it is dangerous for the many walkers who use it, especially on the downward slope in the direction of the town centre. Once walkers reach the beginning of the pavement they are safer, but on the entire downward slope, which has no pavement, they have to be extremely wary of oncoming traffic in both directions. The cars which are regularly parked on that stretch of hill provide some protection, provided one can dodge between them in time. Now the County Council proposes to ban parking on the safer stretch immediately below Fisher's Lane, which will push more parked cars farther up the hill in order to allow the residents of the new development to access their own (safe) parking spaces inside the estate. I am appalled at the unfairness and insensitivity of this proposal and urge the County Council to rethink the plan.
(40) Local Resident, (Charlbury, Marlborough Place)	**Object** – Parking is limited as it is, in this part of town already. I can't for the life of me see how it can be justified to remove existing parking for residents, which have existed for well over 100 years, to make way for a new housing development! How in the world did this site ever get planning permission? The access & egress to this site on Hixet Wood is only a cars width!
(41) Email Response, (unknown)	**Object** - There has *never* been any parking issues on Hixet Wood, and this proposal is largely due to the Vanderbilt Homes development, instigated by members of the Marlborough family. It must be said that - in view of planning proposals - the attitude towards the Marlborough family round here by local councils seems to be that when they shout "JUMP!", the councils reply "How high?". This proposal will cause hardship to the existing people who park there and is primarily because of the new Vanderbilt Homes development. The development in progress is in part managed by the Marlborough family, and coincidentally they have a house next to the development (Lee Place), and access to this (UNWANTED) new development could be

	via the land surrounding Lee Place. If THEY want to profit from their development, then THEY should also suffer some of the consequences, and NOT the long-suffering people of Charlbury.
(42) Local Resident, (Charlbury, Sheep Street)	**Concerns** - The road from Hixet Wood is extensively walked by mums and toddlers. Adding yellow parking lines will increase speed of traffic down a steep hill increasing risk of death/accidents.
(43) Local Resident, (Charlbury, Sheep Street)	**Concerns** - This area of Charlbury is already difficult to park in. I live on Sheep Street with limited parking and no private parking. This proposal of new parking restrictions is totally unacceptable and the parking problems should have been sorted out before planning permission was given for the development of new houses. If this is to take place there needs to be consideration of residents parking in this area so that those of us that live here can park.
(44) Local Resident, (Charlbury, Sheep street)	**Concerns** - The reduced parking will have a negative effect on the local area
(45) Local Resident, (Charlbury, The Green)	**Concerns** - As both Sheep Street and Fishers Lane are one-way streets, I cannot see any justification for this change. It appears to be a reaction to a planning decision which should never have been granted. The present arrangements result in a natural reduction in traffic speed on a street where most residents are forced to park outside their homes. Please do not change the current situation.
(46) Local Resident, (Charlbury, Park Street)	**Concerns** - The proposal displaces parking for residents of Fishers Lane and Hixet Wood without offering an alternative. As most houses have no driveways residents have to park on the street and are unlikely to be able to find alternative spaces. The new houses will have their own parking so it only affects existing residents, but if there is additional parking required for the new homes then the position will be even worse
(47) Local Resident, (Charlbury, Woodfield Drive)	**Concerns** - Parking is gradually getting pushed out from Charlbury town and into the more residential areas. This is noticeable on the estate where I live which is a two-minute walk from proposed double yellow lines.

(48) Local Resident, (Charlbury, Fishers Lane)	**Concerns** - Approx 45% of properties on Fishers Lane have no off-street parking and there is no on-street parking at all in Fishers Lane. Approx. Approx 60% of properties on Sheep Street have no off-street parking and on-street parking is at best one sided. A number of properties on Hixet Wood also have no off-street parking. On street parking is therefore in high demand. This problem is not unique to Charlbury but the problem is probably more concentrated in this town than anywhere else, and should have been duly considered at the time the development application was assessed. I don't believe the need for these restrictions was flagged up in the Highways response to the application, and now the community has to bear the loss of approx 6 on-street parking spaces in an area where they are much needed. What chance do we have to ask a developer to replace the lost parking spaces after the development is approved. Knowing what the parking is like around here, once these restrictions are in place visitors to our house, some elderly, will typically be obliged to park a quarter of a mile away. I suggest road safety is properly considered at the time you respond to the planning application so the community knows the full implications of the development and can respond accordingly
(49) Local Resident, (Charlbury, Hixet Wood)	**Concerns** - whilst I appreciate your effort to improve safety and traffic movement around the Fishers Lane junction you clearly don't appreciate the parking premium here in the town as a whole. If you restrict parking as you propose, where do you suggest the residents who currently park there park? Hixet Wood is already full of residents' vehicles and there is simply nowhere else for us to park. We already have to 'fight' with weekend visitors for on-road spaces when they park outside our houses should we dare to leave our properties on a Saturday or Sunday. I would suggest that you survey the street properly in terms of how many vehicles residents need to park on the road itself and ensure there is enough on-road parking for those living here before you further restrict the road. If anything, parking should be restricted to residents only with a valid permit with no maximum number of vehicles.
(50) Local Resident, (Charlbury)	**Concerns** - The proposed plans as above are obviously necessary but will cause parking problems. Parking is already very tight, people park on double yellow lines and often vehicles can't get through. There will be an overflow from the new development, visitors, residents 'cars if they have more than one. To remove existing spaces

	will definitely cause more problems. The development should never have been given permission.
(51) Local Business, (Charlbury, Sheep Street)	**Concerns** - The problem is that Blenheim are in the process of building houses with an access at the junction of Hixet Wood and Sheep Street but have provided little parking for the new dwellings and nothing extra for the existing residences that would compensate for losing existing parking. I think this was objected to by the local residents during the planning procedure. Since the lockdown I have been sitting in the front window looking on to Sheep Street. Parking is presently allowed on both sides of the road and then there is little space for anything other than a car or light van to pass – the refuge wagon gets stuck nearly every week! There is little space outside for my customers at present, and to get deliveries to my cellar (which accesses onto Sheep Street), the lorry often has to block the road for 20 minutes each week whilst they offload beer and collect the empties. There are also many houses in Charlbury without provision for parking (such as Fishers Lane, Pooles Lane and the north end of Sheep Street) and they all tend to park on Sheep Street and Hixet Wood. Also, to save the cost of parking at the station, cars park around here for a week at a time – sometimes a month. There is a warden that comes around the town on a Thursday and so the rest of the week people park on yellow lines. You would need to ensure that it was checked more regularly as even this week, an elderly neighbour had to be taken to the hospital by my son as someone had parked in front of her drive and couldn't be found. So we have a parking problem as it is without losing spaces. The problem needs to be considered as a whole rather than just focussing on one aspect. I think this is something that should have been considered during the planning procedure for the new houses, as now there is likely nothing that can be done to solve this problem and it is likely that even with a parking restriction in place, the new access will be blocked by parked cars as drivers here have little consideration for others, and way too much money to be bothered about fines. clamping or removal of their cars – all of which would take some time to action anyway.

(52) Local Resident, (Charlbury)	**Concerns** – My only comments on the parking proposal would be that: 1] Parking in this part of Charlbury is very limited with many older properties having no access to off street parking. Any scheme that would limit the available on street parking in this area would have real consequences for those who already have to walk some distance to where they are able to park and would inevitably lead to parking problems on adjacent streets such as Pooles Lane and Sheep Street. 2] On street parking outside Melody Cottage creates a chicane on the approach to the junction with Fisher's Lane and in the opposite direction when approaching from Sheep Street. This narrowing then forces vehicles to slow down. Parking close to the junction of Fisher's Lane also prevents large or articulated HGVs from turning right into Fisher's Lane. Overall, I am not in favour of adding yellow lines to restrict parking. Refuse vehicles should have no problem gaining access to the bins from the road outside the development without the need for any manoeuvring.
(53) Local Resident, (Charlbury, Fishers Lane)	**Support** – We have been aware of the difficulty of refuse trucks and ambulances for example, to get round into Fishers Lane due to the high level of car parking at this junction with Hixet Wood. *We have also to endure the building now going on at this junction and even this morning I have observed three huge lorries with soil coming from the building site on the plot of the old police house and going up Fishers Lane. The contractors have also been very cavalier in driving their diggers etc DOWN Fishers Lane which is a one-way street!!! We have confronted them and told them they should be getting on to the site via the back of The Bell which has a wide driveway. I believe Brian Murray has been in contact with the council regarding this as the contractors just do as they like as time is money to them and they ignore our warnings, as residents, of the danger. The third lorry from Lockhart Plant has just gone up the lane since about 8.30am. It was going at a sensible speed thank goodness, *Please understand that I am not taking the NIMBY stance as it is difficult for those residents in Sheep Street who only have the on-street parking but some of the parking has been very inconsiderate and even I in my Polo have struggled to pass sometimes. And at the Hixet Wood end we have Melody House who own a lot of vehicles and have just opened up their parking area at the bottom of the garden but still park on the street there at the junction. Some residents of Fishers Lane also need to park there as they have no parking at their Fishers Lane property. We have two dwellings opposite Melody House as well which also have their own parking and with the new housing construction and its access road, there will be more residents trying to get on to Hixet Wood and no doubt many delivery vehicles trying to get round into Fishers Lane. We also have many residents of all ages walking in our town and safety for them is paramount.

	*Personally I am also deeply unhappy that Fishers Lane has not been made a 20mph limit like Hixet Wood and other areas of the town. Many drivers are using it as a rat run and of course SOME but not all of the heavy lorries are going up there at unreasonable speed, given that the lane is narrow and is walked up and down by families, dog walkers, kids going to school and kids with bikes and some cottages open directly on to a narrow pavement before the road. Delivery drivers also need to block the lane whilst they deliver. To sum up - I would like to see the 30 metre parking restriction both at the bottom end of Sheep Street as well as the bottom of Hixet Wood, at the junction of Fishers Lane and at both sides of the road. This will help essential support vehicles to get round more fluidly. I would strongly suggest that Fishers Lane is officially 20mph as are other areas of the town.
(54) Local Resident, (Charlbury, Fawler Road)	**No opinion**

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Divisions affected: *Hanborough and Minster Lovell*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 27 JANUARY 2022

MINSTER LOVELL – B4047 BURFORD ROAD: PROPOSED EXTENSION OF 40MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed extension of the 40mph speed limit on the B4047 at Minster Lovell and ask officers to assess and provide costings to Minster Lovell Parish Council for a further reduction of the speed limit to 30mph.

Executive summary

2. This report presents responses received to a statutory consultation on proposals to extend the 40mph speed limit on the B4047 at Minster Lovell as shown at Annex 1 because of adjacent development It should be noted that a consultation on the same proposal was carried out in June and July 2019 with no objections but as the order was not made within two years of the consultation (although some works were carried out on site), national regulations on traffic orders require a further consultation.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land who will also fund the extension of the limit if approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 17 November 2021 and 17 December 2021. A notice was published in the Witney Gazette newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Minster Lovell Parish Council, West Oxfordshire District Council and local County Councillor.

7. Three responses – all objections - were received during the formal consultation.

8. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

9. Thames Valley Police have not responded. However, they did not object to the proposals when originally consulted on in 2019.

10. Minster Lovell Parish Council with the support of the local member objected to the proposals on the grounds that, since the original consultation in 2019, views within the village had changed with the council supplying a petition signed by approximately 350 residents, seeking a reduction in the speed limit on the Burford Road to 30mph through the entire village to include the Dovecote Park development.

11. In response to this request, it is not possible to require the developer to fund a consultation on a 30mph speed limit or its implementation. Therefore, it is being recommended that the 40mph speed limit be approved but that officers then work with the parish council to assess and cost a 30mph speed limit, noting that proceeding in this way will not materially increase costs for the parish council as compared to deferring a decision on the 40mph speed limit pending a consultation on a 30mph limit.

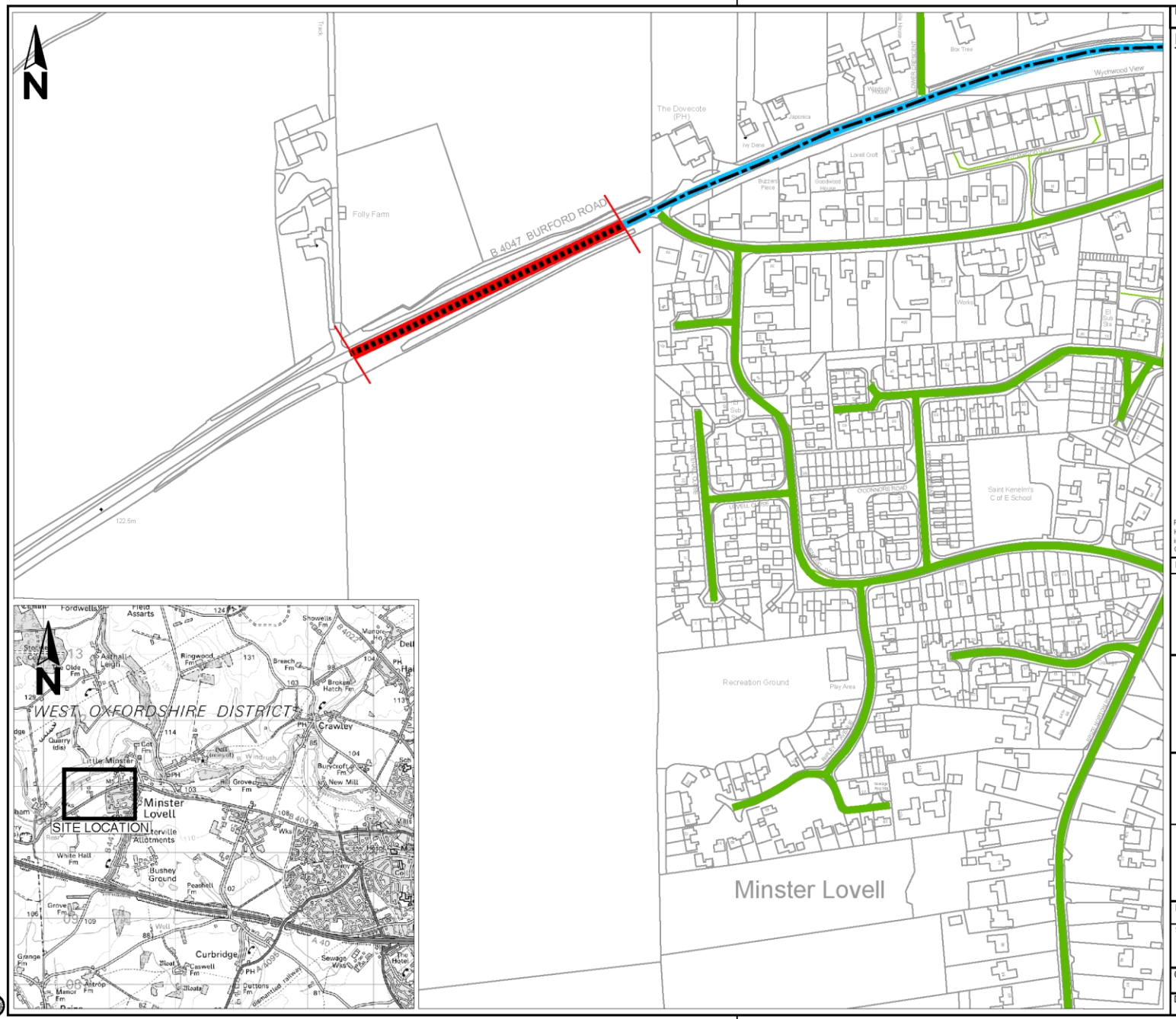
12. Two members of the public expression objections on the grounds that the speed limit change was not required.

BILL COTTON
Corporate Director, Environment and Place

Annexes — Annexe 1: Consultation Plan
Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
Shady Ateeg 07393 001033

January 2022



C:\Users\jane.dark\OneDrive - Oxfordshire County Council\TRO useful info\CAD plans\Minster Lovell B4047 40mph extension.dwg

Drawing No. | Revision 0

Key

- Proposed 40mph Speed Limit extension - approximately 215 metres.
- Existing 40mph Speed Limit
- Existing 30mph Speed Limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins
Director for
Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
Oxford
OX1 1ND
Tel: 0345 310 11 11
Fax: (01865) 241577

Project title

B4047 BURFORD ROAD
MINSTER LOVELL

Drawing title

PROPOSED 40MPH SPEED LIMIT EXTENSION

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 05/19	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision 0

ANNEX 2

RESPONDENT	COMMENTS
(1) Minster Lovell Parish Council	**Object** – Villagers have voiced their concerns regarding the length of time it has taken to extend the 40mph speed limit beyond the entrance to Dovecote Park and a number of residents approached the Parish Council in October 2021 to suggest that the speed limit should in fact be reduced to 30mph. They polled villagers and over 350 agreed with them. I have attached the petition signed by residents of Minster Lovell in support of reducing the speed limit on the B4047 Burford Road, Minster Lovell, plus two photos showing parking of vehicles on the grass verge opposite the Horse & Radish Public House provided by one of the organisers of the petition. The cars parked on the grass are patrons of the Horse & Radish PH and parking on the grass verge creates a reduced view of oncoming cars for drivers exiting Upper Crescent. Even though the speed limit at that point is 40mph many drivers exceed that limit and with cars driving on and off the grass verge, coupled with the reduced visibility for drivers exiting Upper Crescent the petition organisers consider the current 40mph to be dangerous. I would also like to point out that there is no designated crossing area for residents of the new estate and nearby Upper Crescent and Wenrisc Drive area of Minster Lovell who wish to cross over the B4047 to visit the public house or to walk directly to the nearest bus stop (opposite the White Hart PH).
(2) Resident, (Bampton)	**Object** – This is a section where the road alignment and views ahead mean the limit could be higher than 40 with no adverse effects on safety. The limit is proposed with no surrounding features that reinforce it - the contrary, in fact, as the proposed limit covers an area outside the more built-up area of Minster Lovell. No speed limit-related accidents on this stretch means no need for the lower limit. Highly likely that because the limit will not be self-enforcing that it will be ignored, lessening respect for other limits.

(3) Resident, (Oxford)	**Object** – Appears to be unnecessary - nothing about this road seems to be any different to turning on to any other 60 mph road.

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