

Divisions affected: *Jericho & Osney*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

5 SEPTEMBER 2024

BOTLEY ROAD, OXFORD – PROPOSED CYCLE LANE AMENDMENTS 2024

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the removal of the mandatory cycle lane on the southern side of the A420 Botley Road and its replacement with a new wider ‘advisory’ cycle lane, as advertised.**

Executive Summary

1. To help improve road safety and the environment for cyclists using the Botley Road, officers have developed proposals for public consultation which include plans to remove the existing narrow mandatory cycle lane (marked by a solid/unbroken white line, where motor vehicles are not permitted to enter) on the southern side of the A420 Botley Road between the boundary of Nos.174/172 and its junction with Alexandra Road, and replace it with a new wider ‘advisory’ cycle lane (marked by a broken white line, which motor traffic is permitted to drive on).
2. The proposal is being put forward due to Oxfordshire County Council undertaking a resurfacing scheme – planned for October 2024 – a part of which includes the opportunity to make improvements to highway road markings in order to help improve road safety and the environment for pedal-cyclists.
3. The proposals include other lining improvements will also be carried out on the road as part of the planned carriageway re-surfacing works in October 2024, as shown in **Annexes 1 & 2**.

Financial Implications

4. Funding for the proposals will be provided through the council’s maintenance programme.

Legal Implications

5. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Equality and Inclusion Implications

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

Sustainability Implications

7. The proposals would help facilitate cycling and the safe movement of traffic in the area.

Formal Consultation

8. A formal consultation was carried out between 11 July 2024 and 9 August 2024. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, and the local County Councillor representing the Jericho and Osney division.
9. A letter was also sent to approx. 1065 properties in the area, and street notices were placed on site in the immediate vicinity.
- 10.77 responses were received via the online survey during the course of the formal consultation, comprising of: 46 objections (60%), 16 partially supporting (21%), ten in support (13%), and five submitting a non-objection (6%).
11. Additionally, a further 11 emails were received, comprising of five objections, one partially supporting, one in support, and four non-objections, mainly offering comments and suggestions.
12. The full responses are shown at **Annex 3**, and copies of the original submissions are available for inspection by County Councillors.

Officer Response to Objections/Concerns

13. Thames Valley Police raised no objection to the proposals.

Removal of mandatory cycle lane and introduction of advisory cycle lane

14. There was a lot of feedback to the consultation that the existing mandatory cycle lane should be retained and not replaced with a wider advisory cycle lane. Concerns were focussed on the potential that more vehicles would encroach upon the cycle lane and that advisory cycle lanes give people cycling less protection. It should however be noted, that two prominent cycle groups, Cyclox and Oxfordshire Cycling Network supported the proposal to add wider advisory cycle lanes. Those supporting the proposals suggested that whilst measures were limited in scope, they would offer more space for people cycling.
15. Whilst concerns raised are acknowledged, it is considered that advisory cycle lanes would offer people cycling more priority, route continuity and improved safety over existing provision. At a width of around 0.9 metres, current mandatory cycle lanes on Botley Road in both directions are significantly below standards of cycle guidance LTN 1/20 which set out a minimum cycle lane width of 1.5m. Whilst some localised widening of existing mandatory cycle lane widths could be achieved, significant lengths of the mandatory cycle lane would remain considerably narrower (typically between 1m – 1.2m) than a minimum standard cycle lane width of 1.5m. This would be especially noticeable at a number of point point locations along the length. Officers are of the view that the existing narrow mandatory lanes can also encourage unsafe close vehicle passing of people cycling.
16. Whilst the proposed advisory cycle lanes are themselves at the minimum 1.5m standard highlighted in LTN 1/20, this is considered an appropriate balance where vehicle lanes are also of a reduced width but sufficient for the overwhelming majority of vehicles (with the exception of buses and HGV's) to not need to straddle an advisory cycle lane.
17. In 2022 the county council introduced a 'Quickways' cycle scheme across Oxford. This introduced wider advisory cycle lanes along routes like the Cowley Road, Iffley Road and Marston Road. Cyclist flows and vehicle flows on these routes are similar to sections of the Botley Road. Early monitoring of the Quickways scheme, which was complemented by a range of other measures, suggests that the schemes are performing well. The Quickways scheme number of cyclists has increased by 25% compared to control sites in Oxford. Vehicle compliance with road markings on Magdalen bridge where there is a narrower two-way carriageway width of around 4.6metre has been good with 92% of cars not crossing the cycle lane markings in this location. Observation of wide advisory cycle lanes of similar dimensions on routes like Iffley Road suggests that vehicles are often diligent in aligning with and not straddling the advisory cycle lane when either moving or queuing. As with all schemes, the council would review a scheme if approved and if required would be prepared to take remedial action if delivered measures had any unintended consequences i.e a detriment to safety.

That measures should instead be for segregated cycle lanes

18. Whilst some respondents wanted the existing mandatory cycle lane to be retained, others requested for cycle lanes to instead be physically segregated from vehicles. Whilst suggestions are acknowledged, this is considered outside the scope of proposals which are being delivered as part of a maintenance scheme and are required to be delivered at a cost neutral basis with short timescales. Previously consulted upon plans for the Botley Rd (2020) did propose lengths of dedicated cycle provision. It should be noted that these widths were often at or below current minimum acceptable widths for cycle lanes. It should be noted that wider dedicated provision for people cycling could have implications on amenity for other key user groups like pedestrians and bus priority. Requests for dedicated cycle priority as part of the consultation will be considered in any future update of the 2020 proposals.

Parking concerns

19. Alongside concerns that advisory cycle lanes offer less dedicated provision for people cycling, concerns were raised that advisory cycle lanes might encourage an increase in dangerous parking. The Botley Road is subject to existing double yellow line markings and some locations of no stopping restrictions. It is considered that on many other similar locations on key radial routes around the city, parking issues are not exacerbated by the installing of advisory cycle lanes but that if implemented the measures will be closely monitored.

Centre line markings

20. A suggestion was made that centre line markings be removed between both Earl St and the Waitrose Delivery Access and between Binsey Lane and Helen Rd. Officers agree and consider this would be consistent with treatment where wide advisory cycle lanes have been installed on other key routes in Oxford

Lane widths

21. A small number of responses noted that there were inconsistencies in lane widths and/or suggested localised amendments. These will be carefully reviewed and subject to some localised/ minor amends including to ensure consistency and where possible sufficient running lane widths for traffic lanes where buses are operating.

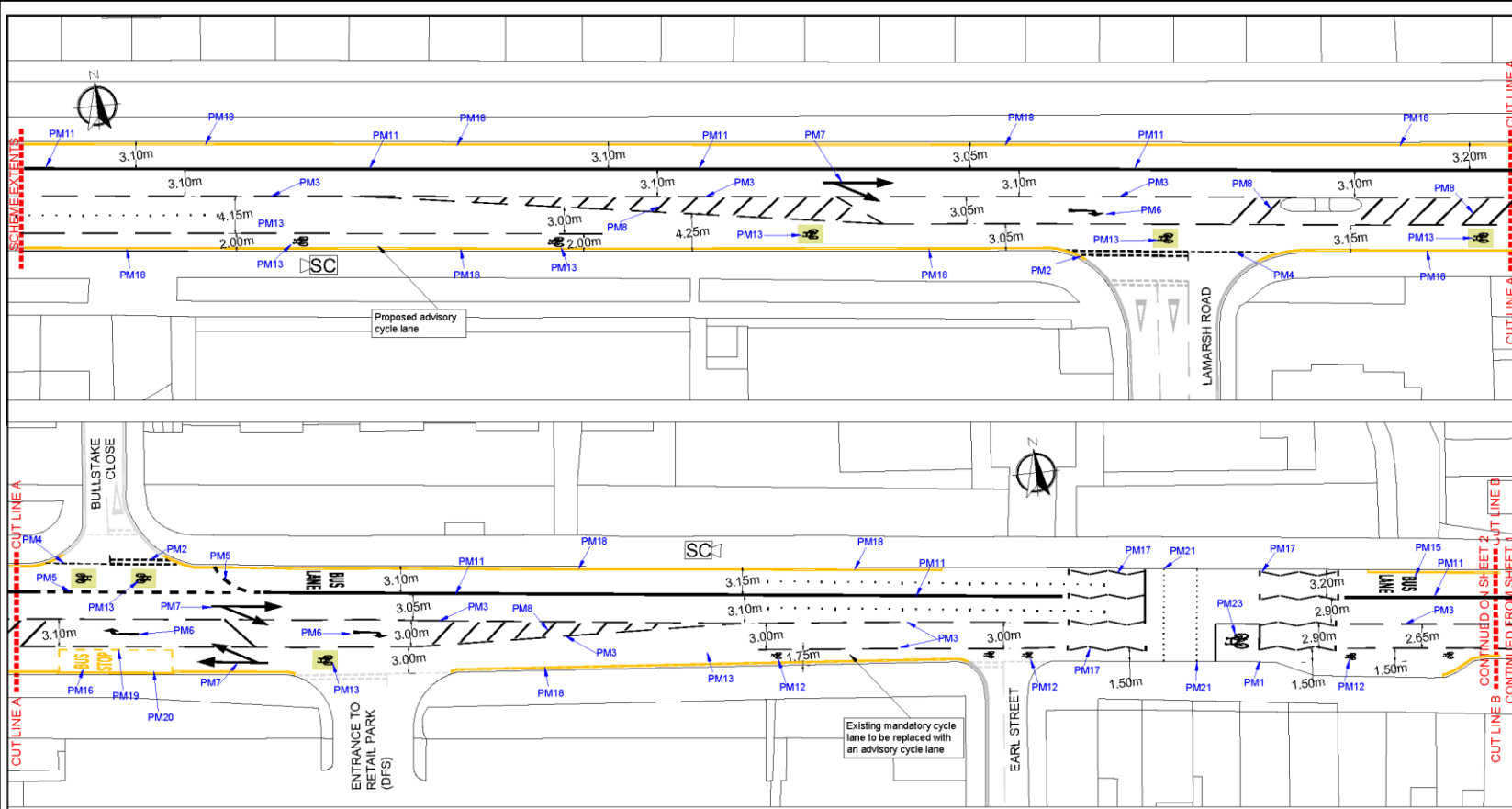
A number of other comments/ suggestions were raised which did not directly relate to the proposals consulted upon;

Speed limits

22. Although not part of the consultation proposals, it is noted that a number of responses suggested that speed limits along the Botley Road should be

ANNEX 1

KEY	
	EXISTING ROAD MARKINGS
	PROPOSED ROAD MARKINGS TO BE REFRESHED
	PROPOSED COLOURED SURFACING
	EXISTING OCC STRUCTURE
	EXISTING SPEED CAMERA (MARKINGS TO BE CONFIRMED BY THAMES VALLEY POLICE)



BOTLEY ROAD - PROPOSED ROAD MARKINGS					
Marking Reference	TSRGD Reference	COLOUR	WIDTH (mm)	LENGTH (mm)	SPACING (mm)
PM1	1001	WHITE	200	CONTINUOUS	N/A
PM2	1003A	WHITE	200	600	300
PM3	1004	WHITE	100	4000	2000
PM4	1009A	WHITE	100	600	300
PM5	1010	WHITE	300	1000	1000
PM6	1038 RIGHT	WHITE	750	4000	N/A
PM7	1039 RIGHT	WHITE	2100	8000	N/A
PM8	1040	WHITE	100 / 150	VARIES	2000
PM9	1041	WHITE	150	VARIES	2000
PM10	1043	YELLOW	150 / 200	VARIES	N/A
PM11	1049	WHITE	300	CONTINUOUS	N/A
PM12	1057 LEFT	WHITE	750	1215	N/A
PM13	1057 LEFT	WHITE	1100	1780	N/A
PM14	1026 - KEEP CLEAR BOUNDARY LINE	WHITE	100	2550	N/A
PM15	WHITE TEXT (KEEP CLEAR / BUS LANE)	WHITE	N/A	1600	N/A
PM16	1025.1 YELLOW TEXT (BUS STOP)	WHITE	N/A	1600	N/A
PM17	1003.1 ZIG-ZAG (4 SETS OF MARKINGS)	WHITE	100	2000	N/A
PM18	1018.1	YELLOW	75	CONTINUOUS	N/A
PM19	1025.1 (CAGE)	YELLOW	100	1000	1000
PM20	1025.1 (CLEARWAY)	YELLOW	200	CONTINUOUS	N/A
PM21	1055.1	WHITE	100	100	500
PM22	1010	WHITE	100	1000	1000
PM23	1057	WHITE	1700	2750	N/A

Notes:

- Do not scale from this drawing.
- OS Mapping has been provided by Oxfordshire County Council, licence number 100023343.
- Design drawing based on OS mapping, which is accurate to the tolerances stated. All dimensions are to be verified on site prior to construction.
- Future design stages should be undertaken on a topographical survey.
- All dimensions are in metres unless otherwise stated.
- Any discrepancies to be reported to the design engineer immediately.
- All works to be carried out in accordance with specification for Highway Works.
- All markings to be refreshed/installed in accordance with The Traffic Signs Regulations and General Directions 2016.
- Speed camera markings to be refreshed following consultation with Thames Valley Police. The speed camera markings are currently located partially within the zig-zag markings, and agreement with Thames Valley Police should be sought to ensure these are enforceable.
- This drawing is to be read in conjunction with all relevant drawings. See drawings 5229823-ATK-HMK-XX-DR-CH-001201 & 001202.
- Amendments to existing Traffic Regulation Orders (TROs) may be required prior to implementing the proposed markings.
- Principle Designer duties are to be undertaken by OCC.

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
ISSUED FOLLOWING CLIENT COMMENT	A1	C02	SL	JG	GC	PS	08 07 24
FIRST ISSUE	A1	C01	SL	JG	GC	PS	04 07 24

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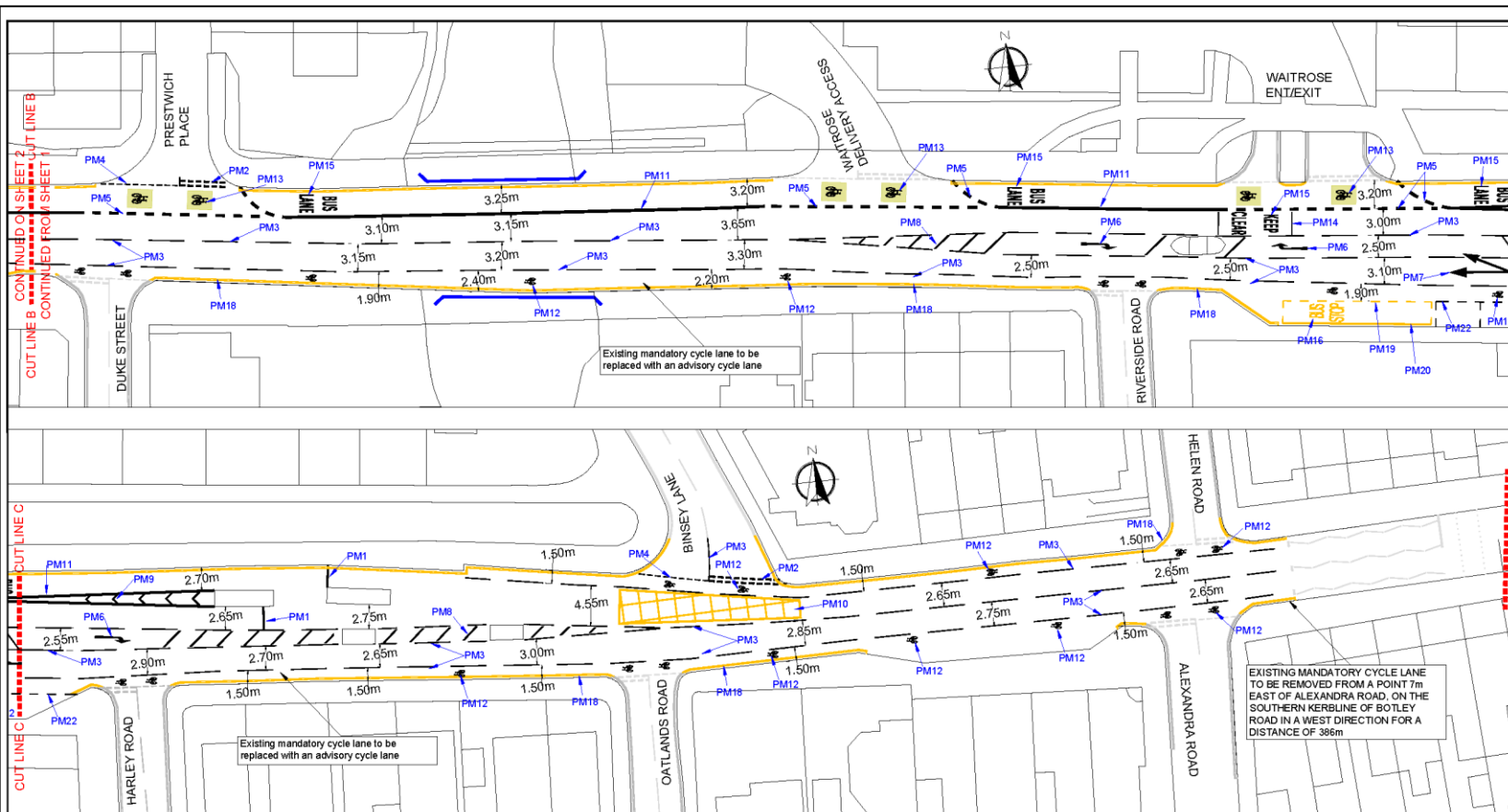


BOTLEY ROAD - ROAD MARKINGS MAINTENANCE RE-MARKING SCHEME

BOTLEY ROAD PROPOSED ROAD MARKINGS SERIES 1200

Drawing Number	5229823	Originator	ATK	Volume	HMK -
Location	XX - DR - CH - 001201	Type	DR	Date	08/07/24
Original Size	A3	Scale	1:500	Project Ref No	5229823
Sheet	1 of 2	Rev	C02		

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FIRST ISSUE	A1	C01	SL	JG	GC	PS	04 07 24

Issue for consultation

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OXFORDSHIRE COUNTY COUNCIL

Project Title: BOTLEY ROAD - ROAD MARKINGS MAINTENANCE RE-MARKING SCHEME

Drawing Title: BOTLEY ROAD PROPOSED ROAD MARKINGS SERIES 1200

Drawing Number: 5229823 - ATK - HMK - XX - DR - CH - 001202

Project Ref No: 5229823

Scale: 1:500

Sheet: 2 of 2

Rev: C02

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Head of Built Environment and Infrastructure, (Go-Ahead Group)	<p>No objection – We have looked at the published proposals in detail and they represent a logical opportunity to ensure that cyclists are more appropriately catered for within the very constrained highway width available especially around the Binsey Lane area.</p> <p>The remarking in essence, removes very narrow mandatory westbound cycle lanes from the carriageway. Between Alexandra Road and Binsey Lane the residual 2.65m westbound carriageway makes these almost impossible for large vehicles, including buses, not to infringe. Thus, strictly speaking the proposals actually give us slightly more carriageway to legally use, and at least as important, reflect the reality that motorised traffic of all kinds, needs to pay particular attention to ensure appropriate separation with cycles within the lane. The advisory lanes remain the same width in both directions as the current statutory cycle lanes. West of Oatlands Road, the bus lane merge apparatus and associated island tightens carriageway dimensions.</p> <p>Further west the westbound cycle provision remains advisory, and the opportunity is taken to widen cycle provision where the road space exists to achieve this, with a general minimum 3.3m carriageway remaining as the minimum that allows widening. Given the level of bus and HGV traffic on the route, this is appropriate. West of Lamarsh Road a very short section of new advisory 2m cycle lane is proposed this in no way constricts or prejudices the safe operation of buses.</p> <p>It is separately worth highlighting that this whole stretch of road was that anticipated to deliver substantial bus propriety upgrades, that also would have delivered cycleways off-carriageway through most of this length. While it would be churlish to deny the cyclists the most modest of interim improvements – especially as it regularises the operation of large vehicles – it would be right to point out that we have awaited these works for something like 7 years now. The resurfacing, while no doubt needed, is indicative that the major bus and cycling improvements are not likely to happen at any point in the foreseeable future. It is a little regrettable that we are in the position of deducing this circumstantially.</p>

	<p>The only merit of the extended closure of Botley Road at Oxford Station, is that it grants all parties time to look at what a more appropriate longer-term solution might be on this corridor between Binsey Lane and Osney Bridge in particular. Looking beyond the interim measures currently proposed, we are keen to pick up discussions with officers about the longer term approach to managing the corridor at its eastern end, between Binsey Lane and Cripsey Road. In practice the width of carriageway and public highway is on occasion so limited, that a strategic look at the approach to both pedestrian and cycle provision is warranted, not least, because it is clear that the wider locality is an area now under major development pressure. The opportunity to seek proportionate developer funding towards capital schemes that might help resolve this requires a definitive strategy to be in place on the Council's part. Shorter-term, a 20mph limit east of the Binsey Lane merge might actually be a more appropriate solution, that is also LTN01/20 compliant. With 20 mph LTN01/20 broadly does not support segregation. The existing 0.8-1m wide statutory lanes fall hugely short of the levels of protection required.</p>
<p>(66) County Cllr, (Jericho & Osney division)</p>	<p>Partially support – Is there evidence to show that wider advisory cycle lanes are safer than narrow mandatory ones? It seems counter-intuitive. Will the road surface be improved? The poor surface and potholes and badly engineered drain covers are dangerous for cyclists. Extending the 20mph speed limit promised long ago and enforcing it would be a game-changer.</p>
<p>(3) Local group/organisation, (Oxfordshire Cycling Network)</p>	<p>Support – This response is on behalf of the Oxfordshire Cycling Network, which represents over 30 cycling groups and campaigners across the county, and campaigns for better cycling infrastructure in a county where 250,000 adults cycled in 2023, but 600,000 could. Overall, we support the changes proposed in this consultation. We have some suggestions for enhancements.</p> <ul style="list-style-type: none"> • We support the move from very narrow mandatory lanes to 1.5m and wider lanes, because this provides additional space for cyclists. This is important for comfort and safety. We do not believe that most drivers treat advisory and mandatory cycle lanes differently. However, see note on parking enforcement below. • We note that the national guidance for cycle lanes is for 2.0m minimum width in low volume situations, and 1.5m only at short width restrictions, thus every opportunity should be taken to make the lanes as wide as possible. The resulting carriageway reductions will also provide traffic calming.

	<ul style="list-style-type: none"> • In places that these lanes can be mandatory or protected e.g. by wands, without risk of wide vehicles over-running them, they should be. This may be possible (a) on the westbound carriageway at the west end of the scheme, where the carriageway is 4.15m and the cycle lane 2.0m (which could be widened to 2.5m). • Wands have also been used to avoid left hooks, by making the lane clearer and creating a tighter radius, as at the Wickes/Aldi entrance. However, we don't see specific opportunities in the extent of this scheme. • Even where the lanes are advisory, they can be further delineated with solar studs as per the Magdalen Bridge exit of The Plain. • As per LTN 1/20 Figure 4.1, painted lanes on 30mph roads exclude most potential users at or above 6000 AADT (Botley Road is likely to be over 10,000 after traffic filters). The speed limit on the section of Botley Road without off-carriageway cycling provision should be reduced to 20mph. • There is some concern that the wider cycle lanes will encourage illegal parking despite the Double Yellow Lines, causing danger. In the early days of implementation, enforcement should be a focus to avoid bad habits being formed.
<p>(4) Local group/organisation, (Cyclox)</p>	<p>No objection – This response is prepared by Cyclox, the cycle campaign group for Oxford. We campaign to put cycling at the heart of Oxford's future. Our purpose is to get more people cycling, more often, and more safely in and around Oxford. We collaborate with key decision makers to put cycling on the public agenda; partner with active travel and low-carbon groups; and engage with the local community to inform, encourage, and support change. We recognise this is a simple relining and that there are no funds to implement structural changes to the east section of Botley Road. Structural changes, such as side road entry treatments and segregated cycle lanes, rather than relining is what is needed to improve the cycling infrastructure. The proposed changes do not help encourage inclusive cycling and would fail our test of creating cycling infrastructure that is suitable for an 8 year old child. Botley Road is likely to have over 10,000 Annual Average Daily Traffic (AADT) movements after the traffic filters are implemented. This paint-only relining means that most users will be deterred from taking this route. So these changes are unlikely to increase cycling and will not contribute to meeting the target set in Oxfordshire's Local Transport and Connectivity Plan 2022-2050 of 1 million cycle trips per week by 2030.</p> <p>The changes proposed though could make a marginal improvement for existing users and it is in that light that we are not objecting to these changes.</p>

	<p>We agree with the widening of the cycle lanes to 1.5m advisory lanes, though in places the lanes could be made 2m wide and therefore mandatory. In that situation it would be good to have wand orcas which will increase the perception of safety. The widening of the cycle lanes and narrowing of the central carriageway may help act to calm traffic.</p> <p>In normal times (when the railway bridge is not causing road closure) this is a busy road. Although not part of this consultation it is essential to make the road safer and we ask for 20mph for the whole length of Botley Rd. As Vision Zero should be a consideration for every highways change, we think that this change will be far more effective in attracting more cycling than the relining changes you are proposing in this consultation. Even where there is off-carriageway cycling provision, there are still people doing cycle right turns onto and off Botley Rd, and drivers turning off Botley Rd (who would be doing so more slowly if the main road were 20mph, and pedestrians crossing it. So this is a prime candidate for 20mph speed limits.</p>
<p>(5) Local group/organisation, (Bike Safe)</p>	<p>Object</p> <ol style="list-style-type: none"> 1. As we understand it, the proposal is to remove the existing mandatory but narrow on-road cycle lane with an advisory but wider cycle lane on the south side of the Botley Road. In terms of its likely impact on cycling numbers and cycling safety, this is a very modest proposal and we doubt that it will have much impact on promoting and encouraging active travel. For this reason we question it's value for money. 2. Nevertheless, we applaud the desire to make small incremental improvements to walking and cycling at the same time as bigger road repair or improvement are scheduled. We appreciate too that the budget allocation to this project will limit the scope for significant change 3. There has been considerable investment in improving cycling infrastructure on the Botley Road in recent years and we understand that OCC has a long term commitment to extending these improvements further eastwards. It is only by making the improvements continuous, rather than fragmented and piecemeal, that significant changes to cycling rates and cyclists safety will be made. 4. With this perspective in mind Bike Safe believes that the proposed change to an advisory cycle lane is not consistent with creating a cycle route that conforms to the key principles of LTN1/20. Nor is it consistent with the vision of creating a safe and continuous route to the planned developments on Osney, the new railway station and the city centre.

	<p>5. Given traffic volumes on the Botley Road we believe that segregation of cyclists from motor traffic is essential and downgrading the status of an on-road cycle lane to advisory from mandatory seems to Bike Safe to be a move in the wrong direction. For this reason, we object to the proposal – but we also seek to be constructive and would like to make an alternative suggestion consistent with the approach and limits mentioned in para 2 above.</p> <p>6. Our proposal is that the cycle lane be widened as proposed. This will enable delivery cyclists or cyclists with child buggies attached the space needed for safe cycling as well as being consistent with current policies and good practice.</p> <p>7. But we reject the proposal to weaken its status to being an advisory lane. It should retain its mandatory status and this should be enhanced by the installation of some form of cycle lane protector. We acknowledge that there are a wide range of protectors available from posts to continuous barriers so we do not make a specific recommendation or proposal – but we do prefer a form of protection that is continuous and could be installed without major roadworks. One example to illustrate the degree of separation that is needed is shown in the photo below.</p> <p>8. We acknowledge that this may require some reallocation of road space to the proposed cycle lane but should not have any major impact on traffic flows, not least because it is for a relatively short distance. The great advantage though is that it is a change that is consistent with the vision of improved cycling provision that is consistent with LTN 1/20 and the county’s own aspirations. It will complement and extend the investments already made to cycling infrastructure on the Botley Road and can hopefully be achieved with in the budget provided.</p>
<p>(6) Local group/organisation, (Low Carbon West Oxford)</p>	<p>Partially support – I regularly cycle walk and drive on Botley Road and live in Riverside Road. I know some neighbours have expressed their concern about the proposed changes and I have mixed feelings about them given the space available for sharing lanes between traffic.</p> <p>Firstly I would strongly suggest that the speed limit between Abbey Road and Lamarsh Road is reduced to 20MPH. This will reduce the dangers of impact if accidents happen in the zone. Earlier proposals have suggested until Bullstake Stream river bridge, but as the proposal runs further west than this it seems appropriate to match the elements on Abingdon Road. The marked space available for motorised traffic will be less than at present given cyclists will be able to cycle further away from the kerb avoiding some drains and other enforced surface changes. Traffic will therefore need to slow done behind cyclists as it does at present particularly between Alexandra Road and Riverside Road. Traffic is currently travelling faster in this section whilst there is reduced volume following the Railway Bridge closure.</p>

	<p>The advisory lanes would need to be marked with road surface cyclist signs indicating priority for cyclists to feel safe, and preferably with a green surface to distinguish this priority.</p> <p>It is clear motorised traffic is already frustrated by sitting behind cyclists as I have experienced with people being as close as possible and passing as soon as possible, a lower speed limit would help with this.</p> <p>I would further support the input you have had from the Oxfordshire Cycling network and their observations.</p>
(7) Local resident, (Abingdon, Pudsey Close)	Object – Paint-only infrastructure is dangerous and will only be blocked by vehicles parking/waiting "just for a minute", forcing cyclists out into traffic.
(8) Local resident, (Bicester, Hudson Street)	Object – Judging by the very few cyclists using the existing cycle way, why is even more money being wasted on making it wider.
(9) Local resident, (Botley, Duke St)	<p>Object – I am very concerned about this proposal. When the Botley Road reopens it will be the only toll free access to the Westgate and we can expect standstill traffic throughout peak hours.</p> <p>When there is queueing traffic, the advisory cycle lane will not be useable and cyclists lose that facility, and be forced to travel in heavy traffic with no safe space. An example of this can be seen with the advisory cycle lane on Marsh Lane, Marston, which during peak hours (the cycle lane) is filled with cars and completely unusable, making for a dangerous and intimidating experience for cyclists.</p> <p>I think this is unacceptable and a cycle route needs to be maintained. The current provision for cyclists on the Botley road is already very poor, with shared pavements rather than dedicated lanes (which there appears to be room for if that was prioritised) and this will only make it worse. The current infrastructure breaks at least 3 of the core design principles laid out by the government in their Cycle Infrastructure Design document https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf If you are planning changes to the cycling infrastructure and want to encourage people to leave their cars at home, I would like to see a dedicated cycle lane for the length of the Botley road. There appears to be room for this for most of this road if lanes for cars to make right turns were removed.</p>

	<p>Many local families use the Botley road to take their children to school and travel around the neighbourhood, and are encouraged to cycle. During winter months, the Botley road is the only option. This will become more difficult and dangerous with these proposed changes.</p>
<p>(10) Local resident, (Botley, Eynsham Road)</p>	<p>Object – I am a local resident who cycles along Botley Road most days. The cycling infrastructure in both directions is dreadful, including many aspects of the stretches that were altered in recent years. The on-road portions are lamentable, with absurdly narrow lanes, abysmal road surface, and frequent incursions by drivers, a non-trivial proportion of whom use mobile phones while driving. When Botley Road is reopened to through traffic the danger imposed on cyclists will revert to the much higher level it was at before the closure.</p> <p>Cycling is beneficial both to individuals and society, and a modal shift from driving to walking and cycling is a centrally important part of action to reduce carbon emissions, improve air quality, enhance health and wellbeing across society, and reduce health inequalities.</p> <p>I therefore fully support the principle of improving facilities for cyclists, and especially for reducing their exposure to danger from motor vehicles.</p> <p>However, these proposals are a travesty. There is plentiful evidence that painted bike lanes do not enhance cyclist safety, and in many cases may lead to increased risk of deaths and injuries. Importantly in relation to these proposals, in their 2020 study in London Adams and Aldred found that: "Mandatory painted lanes did not lead to any risk reduction and advisory lanes (which motor vehicles are legally permitted to enter) increased injury odds by over 30%." (Adams, T and Aldred, R 2020. "Cycling Injury Risk in London: Impacts of Road Characteristics and Infrastructure." Findings, December. https://doi.org/10.32866/001c.18226): Rendering those markings advisory rather than mandatory is thus likely to result in vulnerable road users being subjected to even greater exposure to danger from drivers, achieving the direct opposite of the stated intention of these measures. This is of course in direct contravention of OCC's 2020 commitment to Vision Zero.</p> <p>It is totally unacceptable to propose changes to the cycling environment that are likely to increase danger imposed on vulnerable road users. The evidence on this is easy to find, and the fact that this has been proposed in the face of that evidence raises serious questions about the competence of the planning authority. Please take the needs of cyclists seriously and provide proper segregated infrastructure.</p>

<p>(11) Local resident, (Kennington, Simpsons Way)</p>	<p>Object – My experience of similar changes (where a mandatory cycle lane has been removed in favour of a wider advisory cycle lane) has been that car drivers tend to completely ignore the cycle lane and position their vehicles to occupy the cycle lane, even without any oncoming traffic. This invariably makes things far more dangerous to cyclists using the cycle lane. Abingdon Road is one obvious example of this - the problem is particularly bad on this stretch northbound during the morning and southbound during the afternoon.</p>
<p>(12) Local resident, (Marston, Heather Place)</p>	<p>Object – We should encourage more cycling and reduce cars in Oxford. Advisory cycle lanes are more dangerous to cyclists. There should be a curb between cars and cycles!</p>
<p>(13) Local resident, (Oxford, Abbey Road)</p>	<p>Object – The Botley road is a busy and dangerous road to cycle along already. With the proposed Bus gates in other parts of the City, more traffic will flow along Botley making it even busier! Therefore I believe the Mandatory cycle lane should and be colour along its full length.</p>
<p>(14) Local resident, (Oxford, Alexandra Road)</p>	<p>Object – The current cycle lanes are very convenient for cyclists and increase their safety. Wider cycle lanes are unnecessary and making them "advisory" would reduce cyclists' safety, especially given the heavy bus traffic on Botley Road.</p>
<p>(15) Local resident, (Oxford, Alexandra Road)</p>	<p>Object – We live on Alexandra Road with two young children, and are both bike and car users. From experience, I have been cut up by cars driving in non-mandatory bike lanes multiple times, especially where there are traffic islands in the middle of the road, as there are along the Botley Road. The mandatory bike lane gives me a sense of safety and I've never been cut up in it. Also, in heavy traffic, from experience, cars tend to stop inside optional bike lanes (again especially when there are traffic islands in the middle of the road) and this slows down cyclists. It would be great if the existing mandatory cycle lane could be widened. In heavy traffic won't a wider optional cycle lane encourage mopeds etc. to undertake stationary cars by using the cycle lanes? If so, how could this be avoided? If the southbound carriage way is too narrow to accommodate a wider bike lane then ideally the entire infrastructure needs to be shifted northwards. The current off-road cycle lanes on both sides of the Botley Road are really underused as cyclists much prefer staying on the road rather than navigating driveways, kerbs and sideroads. How does this proposal fit into a holistic approach to improving cycling on the Botley Road?</p>

(16) Local resident, (Oxford, Binsey Lane)	Object – It is difficult enough cycling in Oxford, at least if there is a mandatory cycle lane, one's next of kin can sue the driver if one is killed or injured by their ignoring that.
(17) Local resident, (Oxford, Botley)	Object – No evidence provided it would be safer for cyclists
(18) Local resident, (Oxford, Botley Road)	Object – At present the mandatory cycle lanes do not provide much protection to cyclists, replacing them with advisory cycle lanes will mean that cyclists are not perceived to have a place on the road. The current cycle lane that goes up onto the pavement is not satisfactory but removing it will leave cyclists at the mercy of heavy lorries, wide buses and inconsiderate drivers.
(19) Local resident, (Oxford, Botley Road)	Object – I cycle along here with my 8 year old. The proposal around the bus stop area outside the new DFS is ridiculously dangerous. It expects cyclists to navigate around buses, potentially using a central lane (the RH turn into Bulstake) so effectively being in the middle of the road, just before trying to cross the very dangerous junction that is Lamarsh road (which is already very dangerous because it is very wide and lulls drivers into a false sense of security). It looks like it has been designed by someone who has designed it by using a computer model of the road and possibly looking at google maps. Whoever designs this needs to try using the road by bike and on foot themselves, and try pausing and watching how the traffic moves around the Lamarsh junction for 20 minutes and what happens when there's a bus waiting at the bus stop.
(20) Local resident, (Oxford, Botley Road)	Object – It works well currently, and as a cyclist I feel safer.
(21) Local resident, (Oxford, Bridge Street)	Object – This change will be dangerous for cyclists: the advisory cycle lanes do not offer the same level of protection from cars/buses/lorries. Cyclists need dedicated lanes.

<p>(22) Local resident, (Oxford, Duke Street)</p>	<p>Object – A solid/unbroken white line separating bicycle traffic from motor-vehicle traffic is safer for cyclists than an 'advisory' cycle lane.</p>
<p>(23) Local resident, (Oxford, Duke Street)</p>	<p>Object – Removal of the mandatory cycle-lane will make it less safe for cyclists. A solid/unbroken white line is needed to separate bicycle traffic from motor vehicles. The present narrow lane is fine - as long as the council keeps the road surface on good repair.</p>
<p>(24) Local resident, (Oxford, Earl Street)</p>	<p>Object – I cycle into central Oxford along this route daily and am worried that 'advisory cycle lane' will be treated by many motorists as 'ignorable cycle lane'. As a result I would rather a smaller mandatory lane than a larger advisory one.</p>
<p>(25) Local resident, (Oxford, Earl Street)</p>	<p>Object – Botley Road is already a substandard, dangerous and frightening route for cyclists. Any changes should prioritise pedestrians and cyclists, not motorised vehicles. The behaviour of drivers along this route is appalling - everyday I see drivers using their phones and going through red lights (eg the pedestrian crossing between Duke and Earl Streets. This should be the council's priority.</p>
<p>(26) Local resident, (Oxford, Helen Road)</p>	<p>Object – Less safe for cyclists</p>
<p>(27) Local resident, (Oxford, Helen Road)</p>	<p>Object – The proposal is unclear as the plan do not show the difference between the status quo and the proposal other than the colouring, which, however, I could not find on the maps. Also, it would be good to hear of the discussions that have already been had about the proposal. The reasoning document shows close to no reason and it does not answer the question why an 'advisory' cycle lane should be considered 'an improvement' to Botley Road. Improvement for whom? It looks like the beneficiaries will be drivers and the losers cyclists. if this is the case, I object the proposal.</p>
<p>(28) Local resident, (Oxford, Henry)</p>	<p>Object – I use the cycle lane in question every day, even though it's been neglected, poorly maintained and poorly indicated with road paint markings. In normal conditions, Botley road is a site of heavy traffic, which is compounded by the many bus lines that operate there and the many cars and heavy duty vehicles that use the retail parks along the</p>

	road. It often feels unsafe while cycling on a mandatory cycle lane, let alone on an advisory lane. Please keep cycling spaces dedicated to cyclists! Please keep cyclists safe!
(29) Local resident, (Oxford, Henry road)	Object – We want MORE SAFETY FOR CYCLISTS and BETTER CYCLE LANES and this proposal is to make cycle lanes worse and less safe. I find it outrageous.
(30) Local resident, (Oxford, Hill View Road)	<p>Object – I use Botley Road on a daily basis with my children cycling. We need a proper cycle lane - and ideally a 20mph speed restriction too but especially if the cycle lane becomes advisory. It is not entirely clear to me from the consultation documents what the distinction is but I infer advisory to be a downgrading of the provision of a cycle lane from what is there currently. This will do nothing to sustain or promote greener transport options, especially when Botley Road returns to being an arterial route into the city. Please do not make this proposed change.</p> <p>As a side note on the consultation documents, the diagrams are intricate and interesting but do little to make clear what are the proposed changes and I couldn't see a 'picture' of it. Simple visualisations - like the various Botley Road lab/office planning proposals use, developed by private sector companies - help make it much clearer to citizens what is actually being planned. Please consider doing similar to aid citizens' understanding and effective consultation. Thank you very much.</p>
(31) Local resident, (Oxford, Lamarsh Road)	Object – We're not sure why the permanent cycle lane is being removed. Cars already do not take enough care around cyclists, and removing the protected space of the road doesn't seem like this will favour bike safety or make cycling on botley road easier. Cars sharing this space are much more likely to drive in it without being kind to cyclists, and when there is lots of traffic cars will be queueing in this space without leaving enough room for bikes to pass alongside them. We are in favour of keeping a permanent, designated cycle lane please, thank you.
(32) Member of public, (Oxford, Lincoln Rd)	Object – (1) The council has pledged to become a Zero carbon city and yet their engagement to cyclist safety is on the road is low. I do not own a car out of carbon concerns but do not feel safe on the roads in Oxford. I regularly cycle on Botley road with my 5-year-old and have him walk many areas as the cycling lanes are not being respected by drivers, particularly at rush hours. Without a clear support of alternative (low carbon) mode of transports, how can Oxford truly become a Zero Carbon city?

	<p>(2) Pedal cyclist casualties is the only road user type in Oxfordshire for which casualties has increased since 2019, see table 2.4 on page 11: https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport/CasualtyReport2020.pdf</p> <p>(3) Many studies in the UK and beyond have shown that safe, separate cycling lanes like the one on Donnington Bridge lowers casualties significantly. I would particularly cite two studies: https://findingspress.org/article/18226-cycling-injury-risk-in-london-impacts-of-road-characteristics-and-infrastructure and https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8997564/. I find concerning that the council is considering lowering safety standards on main roads in Oxford, instead of increasing safety rules when Oxfordshire does not perform highly when it comes to road safety for cyclists (https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport/CasualtyReport2020.pdf).</p>
<p>(33) Local resident, (Oxford, Marlborough Court)</p>	<p>Object – It makes NO sense to replace a dedicated bicycle lane -- narrow though it may be -- with a lane that also mixes in vehicles. Ridiculous -- please make a wider, dedicated bike lane instead.</p>
<p>(34) Local resident, (Oxford, Oatlands Road)</p>	<p>Object – I am writing to express my strong opposition to the proposed reduction of cycle lanes on Botley Road. This plan is misguided, and I believe we should be taking steps in the opposite direction to enhance and expand our cycling infrastructure.</p> <p>Firstly, it is imperative that we fully separate cycle lanes from the main roadway using proper structural barriers such as bollards, curbs, and raised paths. Cyclists should not be forced to share the road with cars and buses, as this creates a hazardous environment. The current design, where cycle lanes drop to road level at driveways, significantly undermines cyclists' safety. Instead, vehicles crossing a cycle path should be required to drive up onto the cycle path, ensuring they slow down and check for oncoming cyclists.</p> <p>Moreover, the need for more car infrastructure in Oxford is questionable. Implementing your proposed changes would likely discourage cycling, leading to increased congestion on Botley Road and throughout Oxford. Encouraging cycling is crucial for promoting physical activity, enhancing quality of life, and ensuring the safety and well-being of our community.</p> <p>The experiences of the Netherlands and Denmark provide excellent examples of the benefits of robust cycling infrastructure. These countries consistently report higher levels of happiness and health among their populations. There is substantial evidence indicating that reducing car dependency and enhancing walking and cycling</p>

	<p>infrastructure boosts local businesses. Cyclists and pedestrians make more frequent visits to local shops, leading to a significant increase in retail sales—up to 30% in some cases.</p> <p>Furthermore, reducing congestion has positive environmental impacts. During the ongoing closure of the train station bridge, we have observed notable improvements in air quality and noise levels, which benefit the local area. Botley, being a family-friendly area, would greatly benefit from maintaining these environmental improvements.</p> <p>Lastly, your assertion that these changes are intended to "improve road safety and the environment for pedal-cyclists" is fundamentally flawed. Allowing vehicles, which average 2 tonnes in mass, to use even "advisory" cycle lanes will undoubtedly increase the risk of collisions and accidents involving cyclists.</p> <p>In conclusion, I strongly oppose the proposed reduction of cycle lanes and will actively advocate for the enhancement and expansion of cycling infrastructure. We must prioritize the safety and well-being of cyclists, not accommodate more cars.</p>
(35) Local resident, (Oxford, Paradise Square)	<p>Object – Advisory cycle lanes teach cars that cycling infrastructure is optional for them to take notice of, and I think this lane would increase dangers to cyclists for no apparent benefit to other road users.</p>
(36) Local resident, (Oxford, Rivermead)	<p>Object – This is a safe cycling path on an otherwise very busy road. Ideally, the path would be better signposted so cars coming out of shopping areas were reminded to check for cyclists before pulling out into Botley Road.</p>
(37) Local resident, (Oxford, Riverside Road)	<p>Object – I cycle with children and there are already very few mandatory cycle lanes in Oxford. It is very dangerous to cycle with children on an advisory cycle lane. Often there are cars parked on an advisory cycle lane. There should be more mandatory cycle lanes and not fewer.</p>
(38) Local resident, (Oxford, Sidney)	<p>Object – Botley road is wide enough to carry a separate protected cycle lane. Lack of enforcement of parking on the Iffley road cycle lane has shown that cyclists will continue to be forced into the road and the higher speeds on Botley road makes this more of a risk.</p>

<p>(39) Member of public, (Oxford, St Thomas' Street)</p>	<p>Object – Cycling in Oxford is dangerous because of the shockingly unfit bicycle infrastructure. There is a chance here to add acceptable infrastructure and it's absurd to discuss doing this project without</p>
<p>(40) Local resident, (Oxford, Stanley Close)</p>	<p>Object – There is plenty of room along this road for a mandatory and protected cycle line. Removing a mandatory lane is unacceptable for perceived safety when cycling along this road.</p>
<p>(41) Local resident, (Oxford, Swinbourne Road)</p>	<p>Object – I cycle along here regularly. This is not a good usage of funds, nor a safer option. Once again, it is a prioritisation of traffic flow over active travel which ignores the hierarchy of road users. Consider alternatives such as removing the turn right lane. Do not move to an option which allows motor vehicles to drive in the cycle lane.</p>
<p>(42) Local resident, (Oxford, Tilbury Lane)</p>	<p>Object – .</p>
<p>(43) Local resident, (Oxford, Walton Street)</p>	<p>Object – This will obviously make cycling here (which I do every day) far less safe. If you want to make it more safe, then build some proper cycle infrastructure here. There is more than enough space if you put your mind to it. Cars are given turning lanes(!) while bikes get a shoddy bumpy mess. Please reconsider these plans in light of vision zero. Botley road deserves better.</p>
<p>(44) Local resident, (Oxford, Walton Well Road)</p>	<p>Object – This is one of the few roads in the city that is wide enough to accommodate a segregated bike path! Why on earth would the council not pursue this opportunity for introducing actual dedicated cycling infrastructure to a city that claims it takes sustainable transport and road safety seriously - but lacks it - instead of a downgrading the existing mandatory cycle lane to a wider "advisory" one? The latter would only make things worse as experience has shown this leads to less wide adoption and is more for confident cyclists. To make cycling mainstream in Oxford, the city needs dedicated cycling infrastructure which separates cars from cyclists.</p>
<p>(45) Local resident, (Oxford, Windmill Road)</p>	<p>Object – The wider "Advisory" lanes as fitted already in other parts of Oxford are dangerous. It is simply not possible for vehicles as wide as most modern cars to fit in the remaining space on the road during normal traffic conditions so they have to drive in the cycle lane. This means that the lane may as well not be there at all since powered vehicles</p>

	will drive in it out of necessity. It also teaches drivers to ignore cycle lanes by force of habit, which sets a dangerous precedent.
(46) Local resident, (Oxford, Yarnells Hill)	Object – I regularly cycle along the stretch of road and I feel much safer with mandatory cycle lane advisory one.
(47) Local resident, (Oxford, Duke street)	<p>Object – I am a local cyclist and driver, and live off one of the side roads to Botley road. I cycle almost every day to the station to commute to work</p> <p>In my view a wider non mandatory cycle lane will be completely ignored by drivers, and so will lead to essentially no cycle lane at peak times, when protection is needed most. I view this will make cycling more dangerous, so the change offers no benefits.</p> <p>The proposal says it will increase safety, but offers no explanation for how. When the railway bridge opens, and Botley road is the only way to the Westgate, I don't want the increased traffic killing me on my bike. The other traffic changes already will make things more dangerous, please don't make things worse</p>
(48) Local resident, (Oxford, Earl street)	Object – The traffic is going to be even more that it used to be and the cycling experience is already quite poor- if the cycle lane is not secured and segregated by traffic drivers will be even more a danger for the cyclists
(49) Local resident, (Oxford, North hinksey lane)	<p>Object – Whilst the current lane is indeed narrow it is at least respected by car drivers. I fear that by making it "advisory" it will further reduce its usability as the cars will occupy it unreservedly thus discouraging cyclists from using it.</p> <p>When Botley road reopens it is guaranteed that it will again become heavily congested, perhaps more so than before. If the cycle lane ceases to be mandatory the road will be completely taken up by stationary cars striding the cycle lane leaving even less room for bikes to pass. This was never the case with the current, narrow but mandatory lane, which is always patent even at the peak hours of congestion.</p>
(50) Local resident, (Oxford, Riverside Road)	Object – Terrible idea. Protect cyclists and improve quality of existing cycle lane, which is full of potholes and unsafe.

<p>(51) Local resident, (Oxford, Riverside Road)</p>	<p>Object – Making a cycle lane a 'non mandatory cycle-lane' is the equivalent of not having one. Road vehicles, and delivery vans are particularly bad at this, ignore anything that is not a hard constraint and would occupy the new lane on a regular basis as they already do in many other parts of the city, including the *mandatory cycle-lane* that runs from West Oxford school into the Ferry Hinksey industrial estate.</p> <p>If anything, we need more cycle lanes that motor vehicles cannot use. We must make sure that the right to cycle safely is guaranteed to everybody including young children and older citizens. Finally, the cars/vans/electric anything offenders must be reported and fined.</p> <p>That is the change you need to make, thank you very much.</p>
<p>(52) Local resident, (Oxford, Hill View)</p>	<p>Object – A narrow cycle lane that cars cannot enter sounds safer than a wider lane that cars can enter. Also, when traffic is at a standstill, cars will block the cycle path.</p>
<p>(53) Member of public, (Eynsham, Abbey Farm Barns)</p>	<p>Object – I would like to see off-road separate cycle lanes on both sides of the A420 road. This would be by far the safest way for cyclists to travel!</p>
<p>(54) Local resident, (Oxford)</p>	<p>Object – While we really appreciate and support the council effort to make Oxford and more cycle-friendly city, we're very worried about the planned developments for Botley Road and its negative impact on our kids, road safety and air quality.</p> <p>The neighbour our street (Prestwich Place) sent to your council meeting on 9 July reported back that there are plans to make Botley Road the only road for cars to get to the Westgate Centre. Instead of giving the road a traffic filter.</p> <p>Now, we've received this letter proposing the removal of any cycle lanes - which sounds a lot unsafer than it already is. Especially for kids cycling, who aren't as visible as adults.</p> <p>Both these plans give the impression that after years of our mobility being severely limited by the Thames Water pipeline issues, and the Oxford station road closure, Botley Road will then turn into a street for even more cars and totally neglect the road safety and air safety of local residents.</p>

	<p>Many of us cycle to nursery, to schools and to work. The prospect of even more cars, and even less space for safe cycling, is very unnerving.</p> <p>In all honestly, we currently feel let down by the council and the Councillors.</p> <p>We had hoped that our Road/Botley Road will also be updated to a low emission zone/cyclist and residents only zone. As other parts of the city are and will benefit from these plans.</p> <p>I know that it's not enough to complain - so, we'd be happy to work with you on alternatives.</p> <ul style="list-style-type: none"> - Could we establish a special bus services that goes directly to the Westgate centre from Park and Ride? Or offers a special discount for people who take it? - Could there be a cycle lane into both directions on one side of the street only like in Osney Mead? <p>We'd be happy to get the neighbourhood together and think about more constructive options with you.</p>
<p>(55) Local resident, (Oxford, Riverside Road)</p>	<p>Object – Replacing the current bike lane with an advisory bike lane is terrible for two reasons.</p> <p>First, it has been shown by many studies, among which this one, that protected bike lanes are not only safer for bikers but for all road users. I am trying to understand why we should change something safer with something more dangerous.</p> <p>Second, you could be doing that to help the car congestion on Botley Road. However, bigger streets do not reduce congestion, as shown by Duranton and Turner and proved more extensively by the spatial literature.</p> <p>Hence, this policy would make the streets of Oxford more dangerous without any proper benefits.</p> <p>To conclude, the goal of the city of Oxford is to become greener and incentivise people to use bikes. This policy goes the opposite. I wonder why.</p> <p>By reading scientific evidence, looking at data, and learning from bike-friendly cities, one can see that having a protected bike lane is the safer option. Also, it incentivizes people to bike. I have never read a scientific study about how narrow bike lanes can cause accidents. If you find something, please send it to me.</p>

	<p>This is the current evidence from London: "protected cycle infrastructure reduced odds of injury by 40-65% in the morning commute, whereas advisory lanes increased injury odds by 34%". I have the complete article for you here.</p> <p>I do not have a car, and I bike with my kids wherever in Oxford. The place where I feel safer is Botley Road, and I also feel safe for my eldest daughter to bike there because she is safe from cars. I find it absurd that you want to change that street.</p> <p>To conclude, based on data and personal evidence, Oxford should take Botley Road as an example and not vice-versa.</p>
(56) Local resident, (Oxford)	<p>Object – I am very concerned about this proposal. When the Botley Road reopens it will be the only toll free access to the Westgate and we can expect standstill traffic throughout peak hours.</p> <p>When there is queueing traffic, the advisory cycle lane will not be useable and cyclists lose that facility, and be forced to travel in heavy traffic with no safe space. An example of this can be seen with the advisory cycle lane on Marsh Lane, Marston, which during peak hours (the cycle lane) is filled with cars and completely unusable, making for a dangerous and intimidating experience for cyclists.</p> <p>I think this is unacceptable and a cycle route needs to be maintained.</p> <p>The current provision for cyclists on the Botley road is already very poor, with shared pavements rather than dedicated lanes (which there appears to be room for if that was prioritised) and this will only make it worse. The current infrastructure breaks at least 3 of the core design principles laid out by the government in their Cycle Infrastructure Design document</p> <p>https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf</p> <p>If you are planning changes to the cycling infrastructure and want to encourage people to leave their cars at home, I would like to see a dedicated cycle lane for the length of the Botley road. There appears to be room for this for most of this road if lanes for cars to make right turns were removed.</p> <p>Many local families use the Botley road to take their children to school and travel around the neighbourhood, and are encouraged to cycle. During winter months, the Botley road is the only option. This will become more difficult and dangerous with these proposed changes.</p>

<p>(57) Local resident, (Cumnor Hill / Oxford, Kimmeridge Road)</p>	<p>Partially support – I regularly cycle into and out of Oxford along Botley Road, from Cumnor Hill. I also occasionally (only when really necessary!) drive some or all of this section of Botley Road, either to access the retail parks, or to pick up / drop off at the station at times when buses are not practicable. I am very happy to hear the road is being resurfaced and repainted, with both my driver and cyclist 'hats' on. Especially that it's getting done before the station roadworks are finished!</p> <p>I broadly support this change, on the major PROVISIO that this is not affecting the existing section of separated off-road cycle lane marked on the (raised) pavement to the south side of Botley Road. (Beginning west of Earl Street, where the current mandatory on-road bike lane "dives off" to the left and westbound bikes subsequently share pavement space with pedestrians.)</p> <p>If I have misunderstood and the off-road bike lanes on the raised pavement are to be removed or detracted in some way: then I strongly OBJECT to this proposal.</p> <p>That off-road bike lane on the pavement is a FANTASTIC piece of cycling infrastructure, in general at least (although sorely in need of resurfacing too). It makes the experience feel far safer than the on-road section closer to the city centre, for any less confident or slower cyclists. I do not believe it negatively affects pedestrians - there is also a separate pedestrian walkway closer to the houses on the south side. And in all my regular experiences, bike/pedestrian interactions are considerate. Losing the off-road bike lane would, in my opinion, substantially discourage cycle traffic from using Botley Road overall, even though it does not cover the full length of the road from the centre. In turn that would likely increase motor vehicle traffic.</p> <p>If that off-road bike lane is to remain untouched, then the widening of the existing on-road bike lane sections is a good thing. I do not believe the mandatory/advisory distinction is that relevant in practice; paint is paint, and a dashed line offers as much protection as a solid one. I don't mind cars tucking into the bike lane when required while moving (when there's no bike there!), in the same way as happens on Donnington Bridge.</p> <p>The apparent addition of some new on-road markings reminding motor drivers to share space with cyclists is also very welcome, reinforcing that cyclists are not in the wrong if they choose to use the main road area instead of the pavement lane.</p>

	<p>My two criticisms of these proposals, however are as follows:</p> <p>(1) Concern that stationary queueing traffic may be tucked into the advisory bike lane without any ability to move forward and back out, thus blocking the lane for cyclists who wish to advance past the queued traffic. Clearly it's smart for bikes to be able to beat the traffic, for multiple reasons. We could move to the middle of the lane in this situation but that risks conflict with oncoming freeflowing traffic (especially oncoming cars wishing to turn across the stationary queue). We could also use the off-road lane, and many will, but that does hinge on where pavement dips are to allow moving up the kerb. It's also risky to force cyclists to switch lane like this more than necessary, more chance of conflict there.</p> <p>I'm not sure how to alleviate this concern. Some additional signage perhaps? Encouragement that drivers should only use the bike lane space briefly where needed for passing each other. that kind of thing.</p> <p>(2) Loss of the different-colour paint from the on-road cycle lane. Current paint is very faded and not much use. But in general, I do think a contrasting colour paint for a bike lane is helpful for keeping drivers' attention focused. I don't know the regulations; if it's at all possible to retain coloured paint in the advisory bike lane, I think that is worth an extra cost. Green, blue, orange, any colour would do.</p>
<p>(58) Local resident, (Didcot, Plym Drive)</p>	<p>Partially support – Partially support.</p> <p>I would fully support removing the central hatching and right turn lanes and widening the mandatory cyclelane. A dotted cyclelane is akin to no cyclelane.</p>
<p>(59) Local resident, (Oxford, Botley Road)</p>	<p>Partially support – Its a good idea but promotes tandem cycling side by side, impacting motor traffic flow. A dedicated kerbed cycle lane way would be a better option. Also an advisory lane, will be adopted as mandatory lane by cyclists.</p>
<p>(60) Local resident, (Oxford, Botley Road)</p>	<p>Partially support – The cycle lanes on Botley road in general are quite a mess and so I do support any changes that simplify their interpretation and use. In particular, cars at intersections that creep into pedestrian/cycle crossings. It appears that these modifications would alter this by making the cycle lane in the road and therefore bicycles considered as first class road users (as they should be). However, it is unclear to me, as a lay person, what precisely the planning documents actually translate to in practical terms. For instance, it is quite hard to discern if the pavement space where the cycle lanes are currently located will be given over to pedestrians or allowed for the road itself to be widened. I think this consultation needs a high level document to accompany it so that regular citizens can get an accurate idea of the proposed changes. Satellite images with informal mark up might be helpful in this instance.</p>

(61) Local resident, (Oxford, Botley Road)	Partially support – It is not clear from the drawings if the existing off street cycle/pedestrian use is still in existence. Being off road is far better than mixing with cars and busses. When the Botley Road is reopened and the bus gates are in use the Botley road being the only easy way to the Westgate and Station it will be clogged with traffic. If the cycleway is advisory it will probably be partially blocked by queuing traffic a lot of the time. Now is the time to have a dedicated cycleway down both sides of Botley Road. The proposals for labs along the botley road (195 and the old carpet shop site) with no or very little parking will mean that in one case many of the 2000 employees will be (according to the developer) cycling to work mixing with the traffic.
(62) Local resident, (Oxford, Crotch Crescent)	Partially support – I only support it if it makes a very clear distinction between the car space and cycle space, unlike Marsh Lane in Marston where parts do not give cyclists or drivers any psychological barrier. Drivers need to feel obligated to give the space to cyclists and cyclists need to feel "allowed" to take up the space.
(63) Local resident, (Oxford, Duke street)	Partially support – Having already done extensive work on cycle lanes on the Botley Rd it would seem sensible to wait until the work planned by Mission Street on the retail space has been completed. This will disrupt traffic and it is unclear what cycle needs will be following this construction
(64) Local resident, (Oxford, Hill View Road)	Partially support – I support providing more road space for cycling. However this does not go far enough. The entire length of Botley Road needs to have a wider 'advisory' cycle lane to make it clear to all motorists that cyclists are entitled to also ride on the road irrespective of the presence of the sub-standard shared pavement 'cycle path' along both sides of Botley Road. Also, the 'shared' pavement cycle path is inappropriate for faster cyclists, e-bikes (power-assisted to 15.5mph), and especially the many illegal e-motor bikes (i.e. the power-assist is not limited to 15.5mph and is often throttle-controlled without requiring the rider to pedal) now commonly used throughout the city. One concern about downgrading the status from 'mandatory' to 'advisory' is that 'advisory' status has been used by motorists to be let off being responsible after knocking a cyclist off their bike. However, I appreciate that a 'wide' mandatory cycle lane may not be currently practical with typical levels of traffic on Botley Road.

<p>(65) Local resident, (Oxford, Hugh Allen Crescent)</p>	<p>Partially support – Botley Road is one of the main access routes into Oxford. It needs a proper protected cycle path. Having a advisory on road lane is not good enough. If you think the road is not wide enough for a proper cycle lane and traffic lanes for motor vehicles, you should remove the less efficient lane (that for motor vehicles). Alternatively, you need to filter motor traffic to turn Botley Road into an LTN.</p>
<p>(67) Local resident, (Oxford, Lamarsh Road)</p>	<p>Partially support – Would prefer to replace with a wider manatory than replace with an advisory</p>
<p>(68) Local resident, (Oxford, Oatlands Road)</p>	<p>Partially support – Do most road users understand the difference between mandatory cycle lanes and advisory cycle lanes? I think there needs to be some education here so that both cyclists and motor vehicle drivers understand what this change means.</p>
<p>(69) Local resident, (Oxford, Southfield Park)</p>	<p>Partially support – The available width varies along Botley Road. Please retain the mandatory cycle lane at all points where there is sufficient width, with protective wands (as in the short stretch of Iffley Road opposite James Street) on the *outside* of the lane markings.</p>
<p>(70) Local resident, (Oxford, Spring Lane)</p>	<p>Partially support – Your documented reasons include no rationale on *why* the proposed change will be any safer. It appears to me that widening the cycle lane might be slightly safer if there is sufficient room on the road for drivers to actually respect the advisory cycle lane, but there is no legal requirement for them to do so.</p> <p>Additionally, once Botley road (eventually) reopens to city centre traffic after the bridge/station works are complete, will an advisory lane not simply get blocked by queued traffic at peak times, leading to greater risk to cyclists?</p> <p>Research shows that both on-road mandatory and on-road advisory cycle lanes can actually increase the risk to cyclists by encouraging close passes. Neither solution seems adequate to me, nor much better than no road markings at all. The removal of the mandatory status means no legal requirement for drivers to respect the cycle lane at all. (There are places along this cycle lane that have enough pathway to allow space for a segregated cycle track, which would be my preference over both the current and proposed solutions.)</p> <p>Perhaps a wider lane might be safer to some small degree -- it is a shame you provide no rationale or evidence to support this.</p>

<p>(71) As part of a group/organisation, (Oxford, Stratfield Rd)</p>	<p>Partially support – This looks mostly reasonable if the constraints are that we can't touch the right-turn lanes (or the bus lane).</p> <p>In general we believe wider advisory cycle lanes work better than narrow mandatory ones. However there are two major concerns with this.</p> <p>The first is that this kind of layout involves regular sharing of space. Wider vehicles such as buses need to enter the cycle lanes and people driving cars want to (to avoid being so close to motor vehicles going the other way). And people cycling need to leave the cycle lanes to overtake people cycling slower.</p> <p>These events are more frequent on higher speeds roads, because people driving at higher speeds are less willing to be close to motor vehicles going the other way, as well as more dangerous. So we believe this layout should only be used on 20mph roads (or, if on higher speed roads, only with low volumes of traffic, much lower than Botley Rd). So this layout should be approved only if it is expected that this stretch of Botley Rd will become 20mph sooner rather than later. (With "sooner" perhaps meaning "less than half-way to the next relining".)</p> <p>The second concern is that advisory cycle lanes may encourage illegal parking.</p> <p>Finally, two suggestions on specific details.</p> <p>There are a few places where the cycle lanes could perhaps be made wider and the carriageway narrower, keeping in mind that the (LTN 1/20) recommended width for cycle lanes is 2 metres, with 1.5m as a bare minimum. For example, the eastbound bus lane widens to 3.2m between cut line A and cut line B? Can we shift 0.1m to the cycle lane on the other side?</p> <p>Can the centre lines be removed between Earl St and the Waitrose Delivery Access, and between Binsey Lane and Helen Rd? This would be consistent with layouts elsewhere. The narrowest central two-way lane here would be about 5.8m in the first stretch and 5.3m in the second.</p>

<p>(72) Member of public, (Oxford, West Street)</p>	<p>Partially support – Essentially these changes appear to remove mandatory cycle lanes from the pavement areas of Botley Road and move cyclists to advisory lanes on the carriageway. Botley Road currently presents danger to cyclists at the many points where road users are uncertain of who has priority. This exists in the numerous locations where mandatory lanes on pavements intersect with driveways and side roads. Cyclists often have legal priority and drivers often assume priority. In some places the confusion is maximised by ambiguous road markings that suggest road users should "sort it out between yourselves" (give way markings for all, ambiguous coloured paint schemes) - also a major feature of Frideswide Square. The result is that pushy drivers assert rights they don't have, and hatred of law-abiding cyclists grows. Unfortunately it is not certain that the simplifications proposed in this order will remove this problem. The major new concern is that drivers drift left into advisory cycle lanes as they slow down in traffic. Visit Abingdon Road or Marston Ferry Road (Summertown end) to see this every rush hour. In effect when traffic is slowing or stopped, there is no way for cyclists to get through any more without a dedicated lane. Please provide and enforce mandatory (solid line) cycle lanes on the main carriageway for the full length of the road under consideration.</p>
<p>(73) Local resident, (Adderbury, Round Close Road)</p>	<p>Support – For the safety of cyclists and pedestrians.</p>
<p>(74) Local resident, (Botley, Eynsham Road)</p>	<p>Support – I support the proposal to improve walking and cycling infrastructure and encourage people to be more active.</p>
<p>(75) Local resident, (Botley, Eynsham Road)</p>	<p>Support – The current cycle line is very scary to use as a cyclist, as you are very vulnerable to cars crashing into you. Because of this, I rarely cycle this route but would definitely do it more if there was a better cycle path</p>
<p>(76) As part of a group/organisation, (Eynsham, Station Road)</p>	<p>Support – Wider will be safer!</p>
<p>(77) As part of a group/organisation, (Eynsham, Station Road)</p>	<p>Support – Wider will be safer!</p>

(78) Local resident, (Oxford, Beresford Place)	Support – Wider cycle lanes are preferable and safer in line with visionzero.
(79) Local resident, (Oxford, Charlbury Road)	Support – I think a wider cycle lane will be safer for me as a cyclist
(80) Local resident, (Oxford, Oatlands Road)	Support – The current mandatory cycle lane feels very narrow but the fact it is mandatory seems to encourage traffic to overtake really close at high speed even though I carry 2 children on the back of my bike. It is also really hard to move out into moving traffic to avoid a large puddle of pothole or drain which can lead to sudden stops. A wider cycle lane would enable me to feel comfortable cycling further out into the road in a position where cars had to wait until it was safe/sufficient room to overtake, and when overtaking to leave at least the width of the new wider cycle lane.
(81) Local resident, (Oxford, Oatlands Road)	Support – I support any improvement to the safety of cyclists. In other countries a wider cycle lane would be provided as a matter of course. Here we have endless consultations before anything gets done. The Botley Road Improvement scheme Phases 4 and 5 which would address the sub-optimal cycle provision seem to have been quietly dropped.
(82) Local resident, (Oxford, South Street)	Support – This part of the Botley Road is dangerous for cyclists compared to the western end which has proper cycle lanes, albeit ones that occasionally disappear. A wider lane would be helpful, although cars will still drive in it, and the road here is narrow
(83) Local resident, (Cumnor, Barn Close)	No objection – I do not understand this proposal. The 'Statement of Reasons' states that the purpose of the proposal is to "help improve road safety and the environment for cyclists". However, there is no explanation in the consultation documents of why it is thought that this proposal will achieve that aim. I do not feel able to express a concluded view on the proposal without this point being explained.
(84) Local resident, (Oxford, Botley Road)	No objection – The problem with cycling in this area is the terrible quality of the road surface rather than the width of the cycle lane.

<p>(85) Local resident, (Oxford, East Avenue)</p>	<p>No objection – In my experience as a cyclist, the most dangerous drivers ignore both mandatory and advisory cycle lanes. I am not convinced this change will make much difference to the safety of cycling on Botley Road</p>
<p>(86) Local resident, (Oxford, Townsend square)</p>	<p>No objection – Please add brightly coloured paint to mark the cycle lane. Think red or green filling the surface. Add wands for the sections of bike lane that are mandatory</p>
<p>(87) Local resident, (Oxford, Venneit Close)</p>	<p>No objection – Most people tend to cycle on the road at this location anyway so the cycle lane makes little difference. If anything, it tends to result in pedestrians blocking the advised cyclist route</p>
<p>(88) Member of public, (unknown)</p>	<p>No objection – I have three points to make:</p> <ol style="list-style-type: none"> 1. The physical plans look fine with one exception. This is the Binsey Lane outbound bus stop, which lies opposite the Waitrose supermarket. The works are an opportunity to reconfigure this stop. The bus bay is far too far off the carriageway which makes it difficult for buses rejoin heavy traffic having stopped to load. The width of the bay needs to be reduced, preferably to half the width of a bus, so traffic passes at severely reduced speed and the bus can rejoin the traffic as soon as doors close. 2. Prior to the Botley Road closure, the main constraint on outbound bus speeds was not any physical infrastructure but the phasing of the traffic signals at Seacourt Park & Ride. Anecdotal evidence was that afternoon peak journey times were 30-40 minutes from Frideswide Square to the Botley Spur traffic lights. When the Botley Road is reopened, the Seacourt Lights need rephrasing to prioritise Botley Road outbound traffic vice Park & Ride users. Park & Ride buses need a separate left turn lane exiting the facility, not controlled by signals. 3. An inbound constraint on bus journey times at all times is long queues at the Ferry Hinksey traffic lights. Often the outer section of the Botley Road inbound, paralleled by a bus lane, is clear. The Binsey Lane bus gate lights need to be co-ordinated with the Ferry Hinksey lights, so as to hold general traffic back on the Botley Road next to the bus lane, giving a clear run on the approach to Ferry Hinksey for all vehicles. Note that this would speed up buses while making no difference to car journey times.