

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.

<p>Workshop 1</p>	<p>Quickways Cowley Road, St Clement's Street Morrell Avenue Marston Road</p>	<p>16 attendees including:</p> <ul style="list-style-type: none"> • resident's groups, cycling groups • pedestrian groups, • businesses • Oxford Brookes University • city councillors • county councillors 	<p>Key Issues:</p> <ul style="list-style-type: none"> • 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
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<p>Workshop 2</p>	<p>Quickways Iffley Road Donnington Bridge Road</p>	<p>19 attendees including:</p> <ul style="list-style-type: none"> • resident's groups, cycling groups • accessibility groups, • businesses • Oxford Brookes University • schools • city councillors • county councillors 	<p>Key Issues:</p> <ul style="list-style-type: none"> • 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
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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.