



OCN input on Oxford Quickways to Cabinet Member Decision Meeting 27 January 2021

This response is from the Oxfordshire Cycling Network (OCN), which includes members from 30 cycling and supporting organisations in the county. OCN represents the 180,000 people in the county who cycle regularly and the 480,000 who would cycle if it were safe, convenient and pleasant.

A third of Oxford residents do not have a car. Car ownership is lowest in lower income households, and in black and mixed ethnic groups, and analysis also shows another 7-9% of households where low income and the perceived necessity of running a car causes economic stress¹.

Cycling is the practical alternative. A bike costs as much as a few tanks of fuel, and improves your health. Cycles are available for people of many physical abilities, and carry up to 200kg of cargo.

But two-thirds of people consider that the roads are unsafe to cycle on². The survey also shows that 64% support the creation of cycle lanes, even if it means the reallocation of road space away from cars³.

We join this majority in supporting the creation of a network of cycle routes in Oxford, where up to now cycling has happened in spite of and not because of the infrastructure.

Removing street parking alone will be a major improvement on many routes, avoiding the needed for cyclists to merge in and out of motor traffic. However, the quality of these routes is very basic and should be viewed as an interim solution. We think they need to be improved by the addition of coloured tarmac to make them more visible, with safer junctions because this is where most casualties occur. Bigger improvements in safety will come with reductions in the motor vehicles that create the danger.

The omission of St. Clements is a problem as this is a key link between East and West, enabling the Marston Road and Morrell Avenue routes, and included good protection. We think this should be higher priority and implemented in the first group due to its linking nature.

We suggest parking impacts can be mitigated somewhat by merging some of the CPZ zones.

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¹ Inequalities in Mobility and Access in the UK Transport System, Foresight, Government Office for Science, 2019

² DfT National Travel Attitudes Survey, Wave 3 (Jan/Feb 2020): 66%

³ DfT National Travel Attitudes Survey, Wave 5 (Jan/Feb 2021)