

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

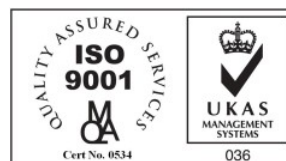
Report on consultation results

Summary Report 1.0

January 2022

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

For:



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Executive Summary of Survey Findings

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

Method

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

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

Role and location of consultation respondents

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

Support for or Objection to Specific Measures Proposed for Specific Routes

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

Reasons for Supporting or Objecting to the Proposals

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

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

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

1. Introduction

1.1 Background and method

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

1.2 Author and publication

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

1.3 Presentation of percentage results in this report

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

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

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

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

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

1.4 Quality Management

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

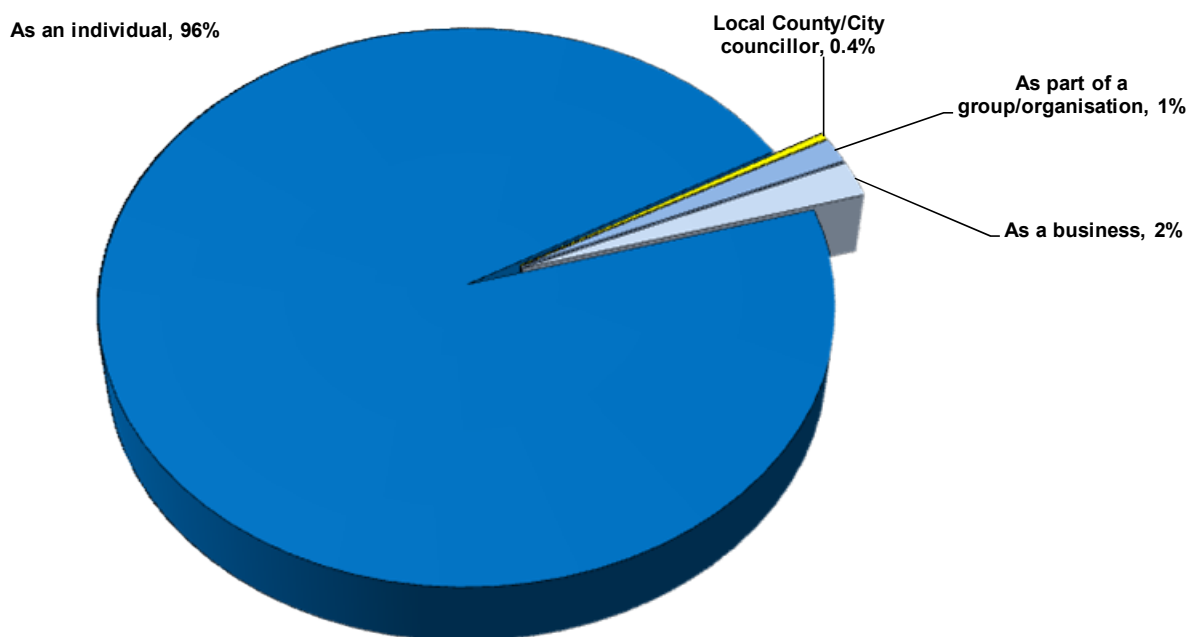
2. Profile of Consultation Respondents

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

2.1 Role of respondents

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

Chart Q1. Are you responding as ...?

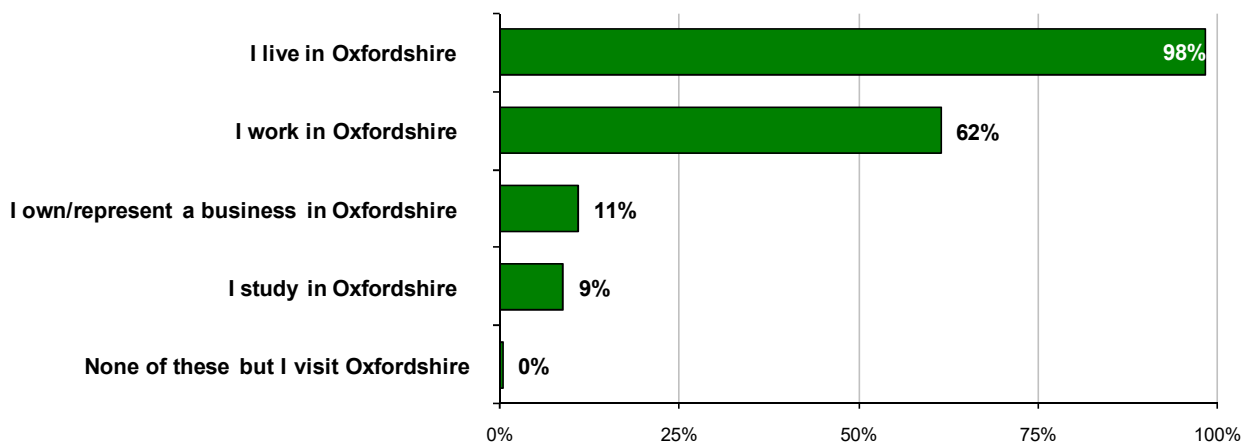


Source: Marketing Means 2022

Base: All respondents who gave a valid answer (722)

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

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

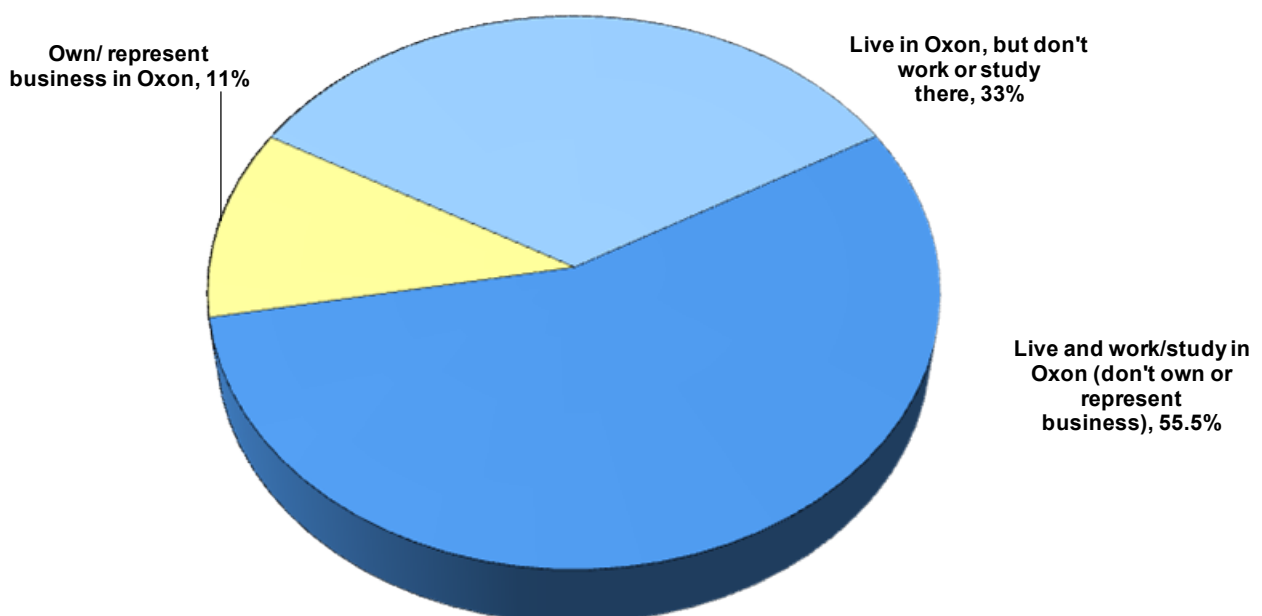


Source: Marketing Means 2022

Base: All who gave a valid answer (812)

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

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



Source: Marketing Means 2022

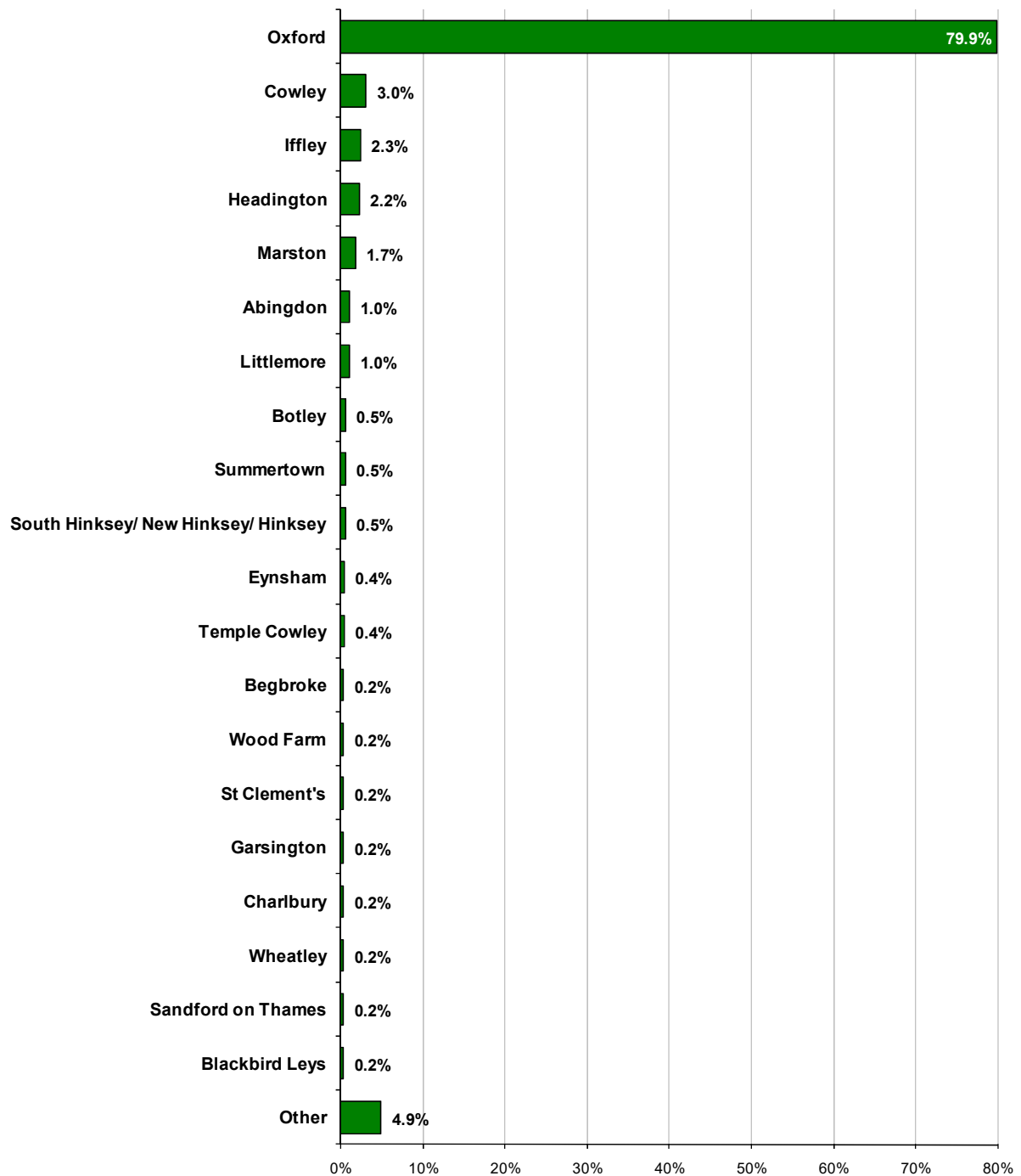
Base: All who lived/worked in Oxfordshire (808)

2.2 Location of respondents

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

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

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

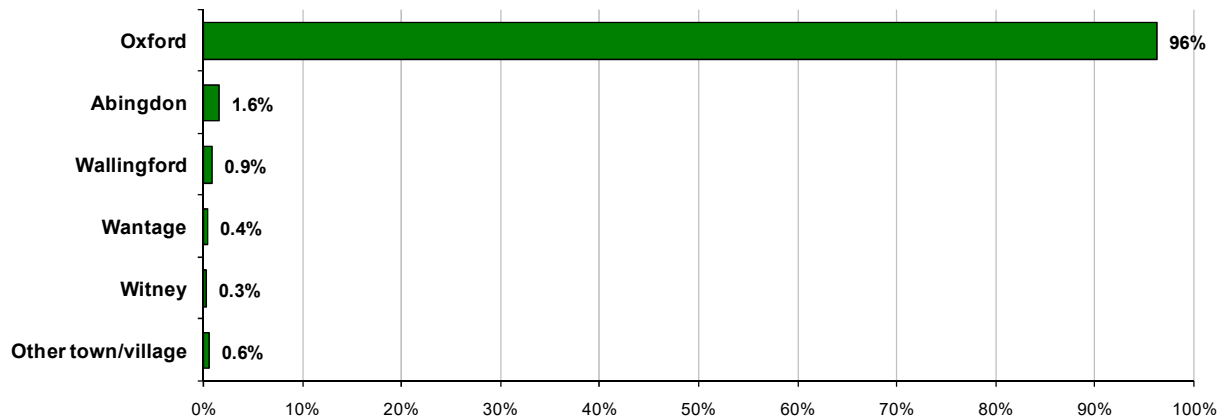


Source: Marketing Means 2022

Base: All who gave a valid answer (824)

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

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



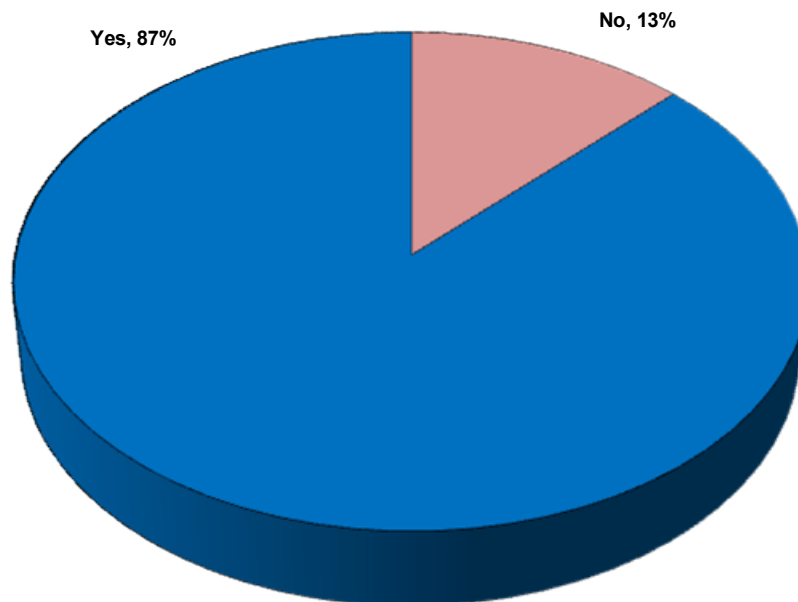
Source: Marketing Means 2022

Base: All who live in Oxfordshire and gave a valid answer (691)

2.3 Re-contact with of respondents

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

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

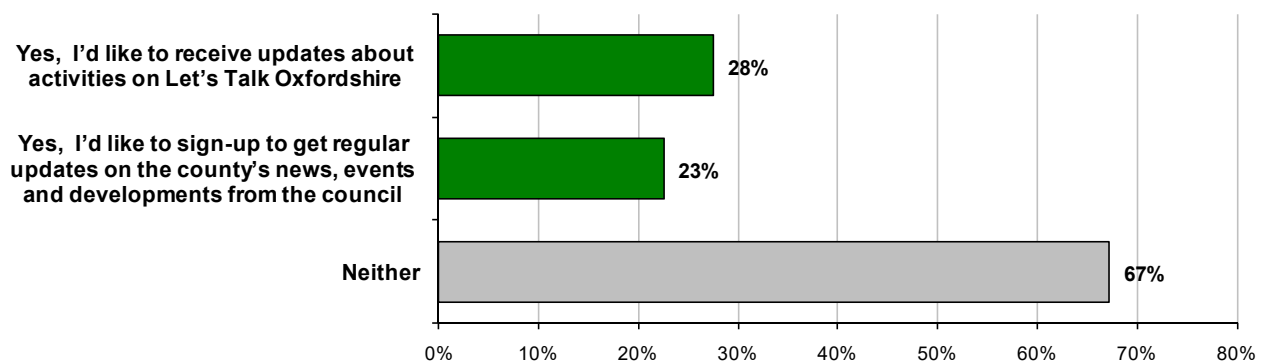


Source: Marketing Means 2022

Base: All respondents who gave a valid answer (824)

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

Chart Q18. Can we keep in touch?



Source: Marketing Means 2022

Base: All respondents (824)

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

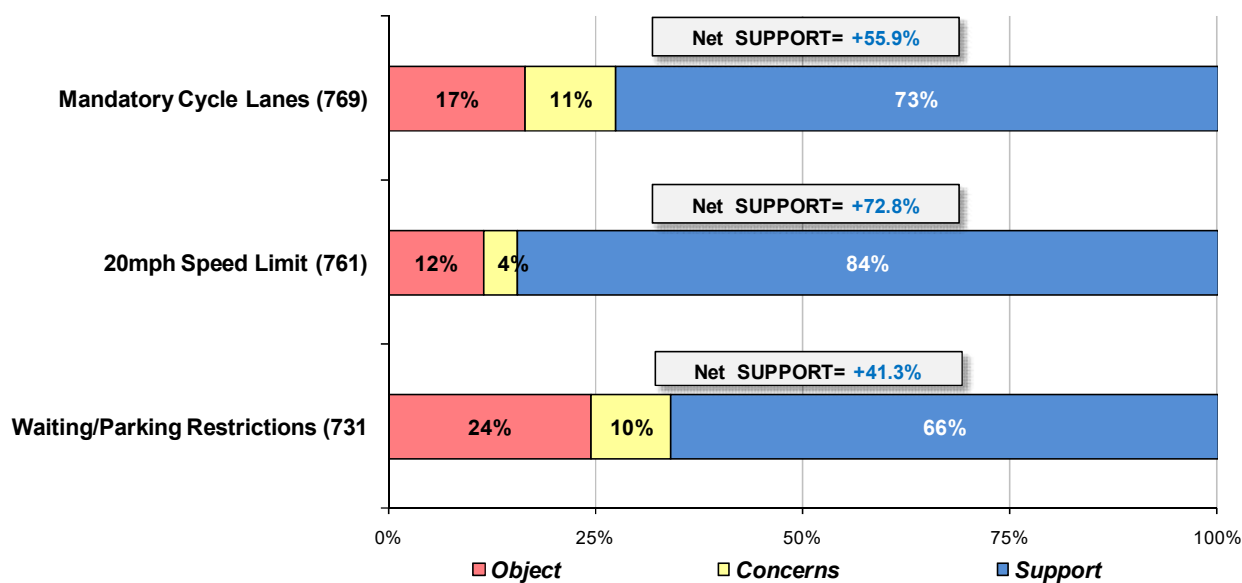
The main part of the consultation listed a series of 10 specific routes in Oxford, and gave between one and five proposed measures for introduction on each one, as appropriate. Consultees were simply asked to state whether they supported, objected or had “concerns” about each measure in turn.

In this analysis, for clarity we have excluded those who ticked no answer or stated that they had no opinion¹. We also show in each chart the net level of support, i.e. the % in support minus the % who object.

3.1 Opinions of measures proposed for the A420 St Clements Street

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

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



Source: Marketing Means 2022

Base: All respondents who expressed an opinion (given in brackets)

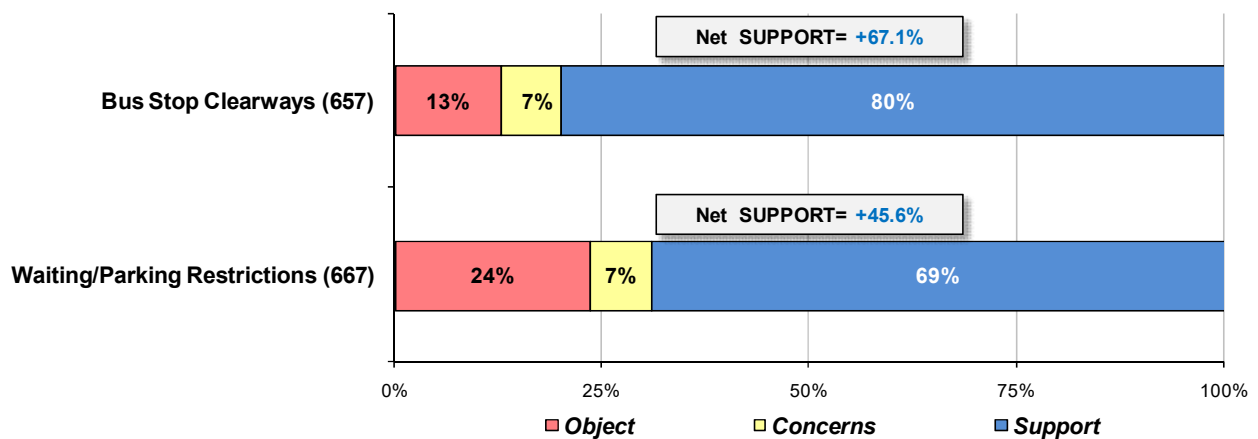
- While there was no significant difference between those owning/representing businesses and the rest of the consultees in regard to the 20 mph limit, the former showed significantly lower, albeit still positive, net support scores for Waiting/Parking restrictions (+15%) and for Mandatory cycle lanes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

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

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

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

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



Source: Marketing Means 2022

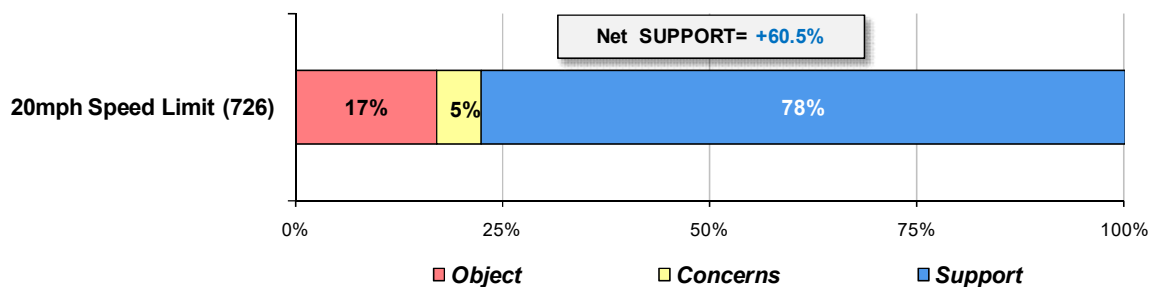
Base: All respondents who expressed an opinion (given in brackets)

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

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

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

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



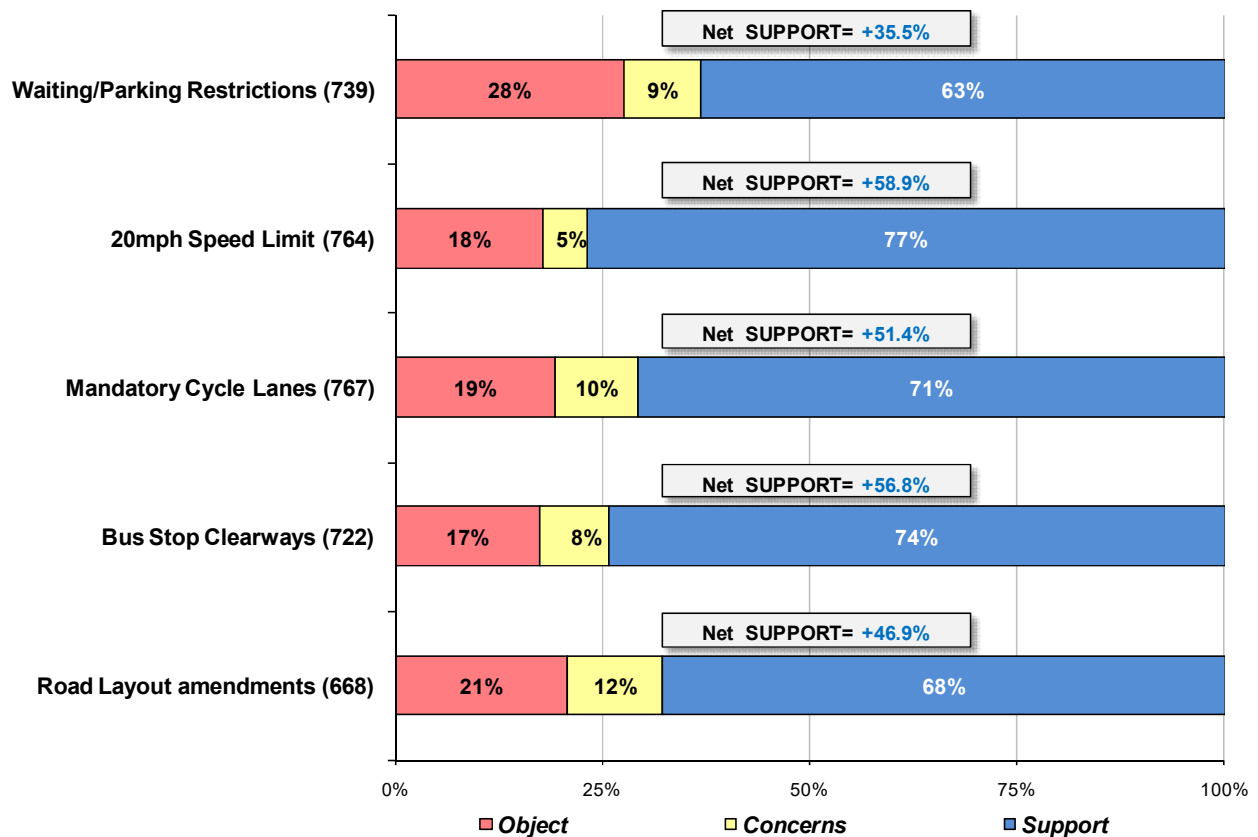
Source: Marketing Means 2022

Base: All respondents who expressed an opinion (given in brackets)

3.4 Opinions of measures proposed for the A4158 Iffley Road

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

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



Source: Marketing Means 2022

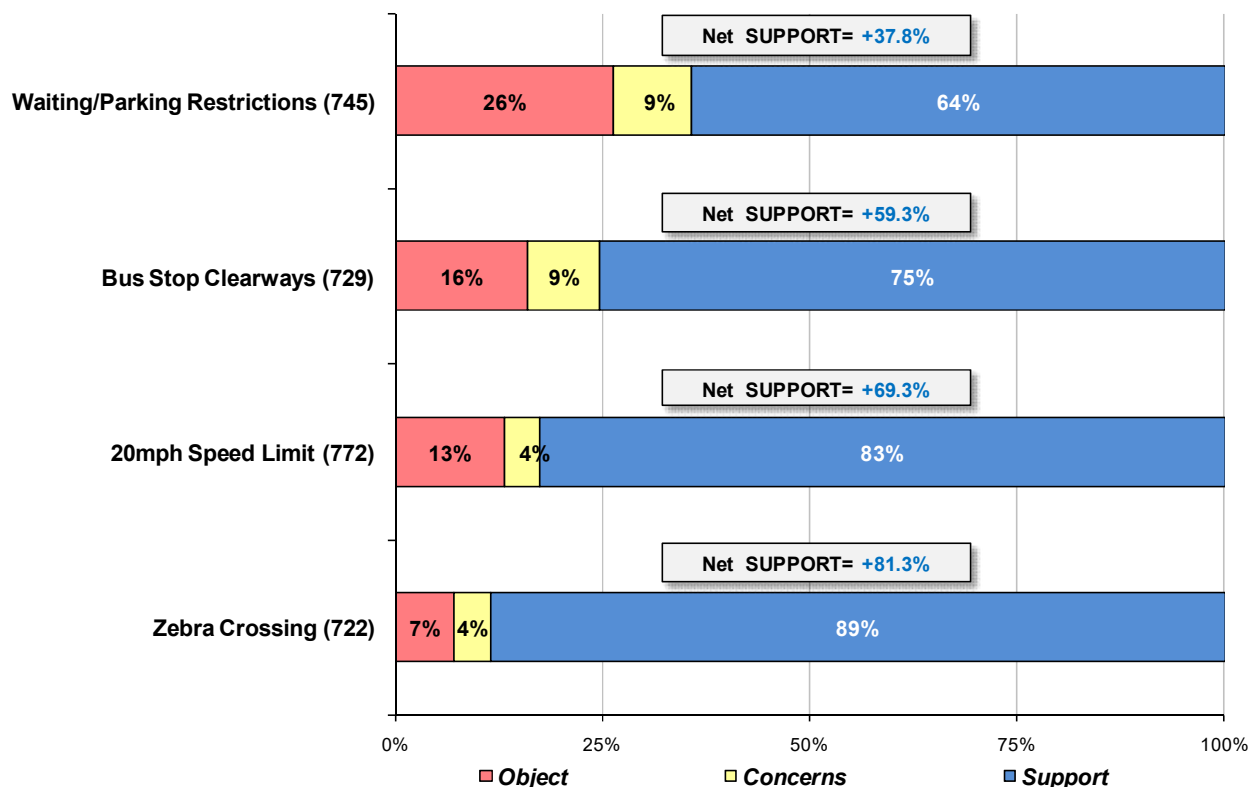
Base: All respondents who expressed an opinion (given in brackets)

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

3.5 Opinions of measures proposed for the B480 Cowley Road

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

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



Source: Marketing Means 2022

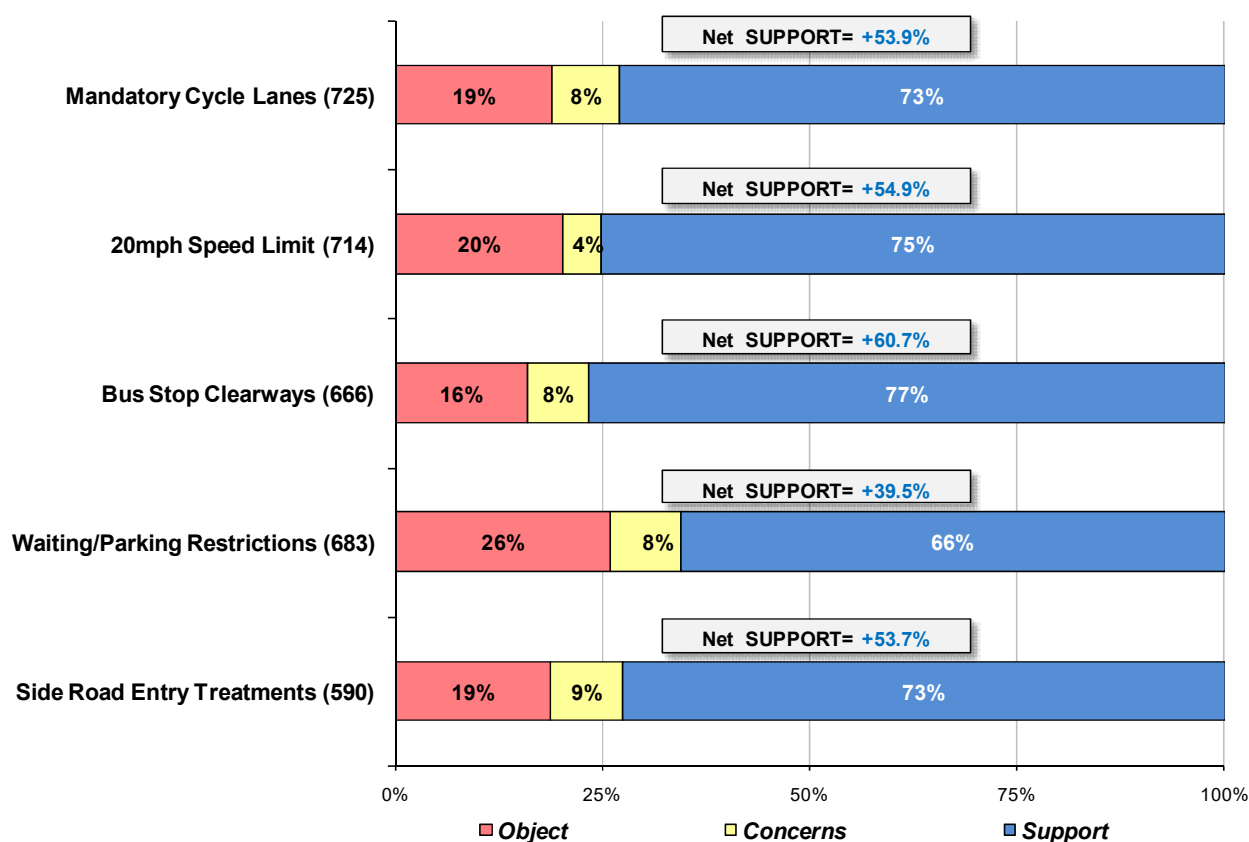
Base: All respondents who expressed an opinion (given in brackets)

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

3.6 Opinions of measures proposed for the B4150 Marston Road

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

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



Source: Marketing Means 2022

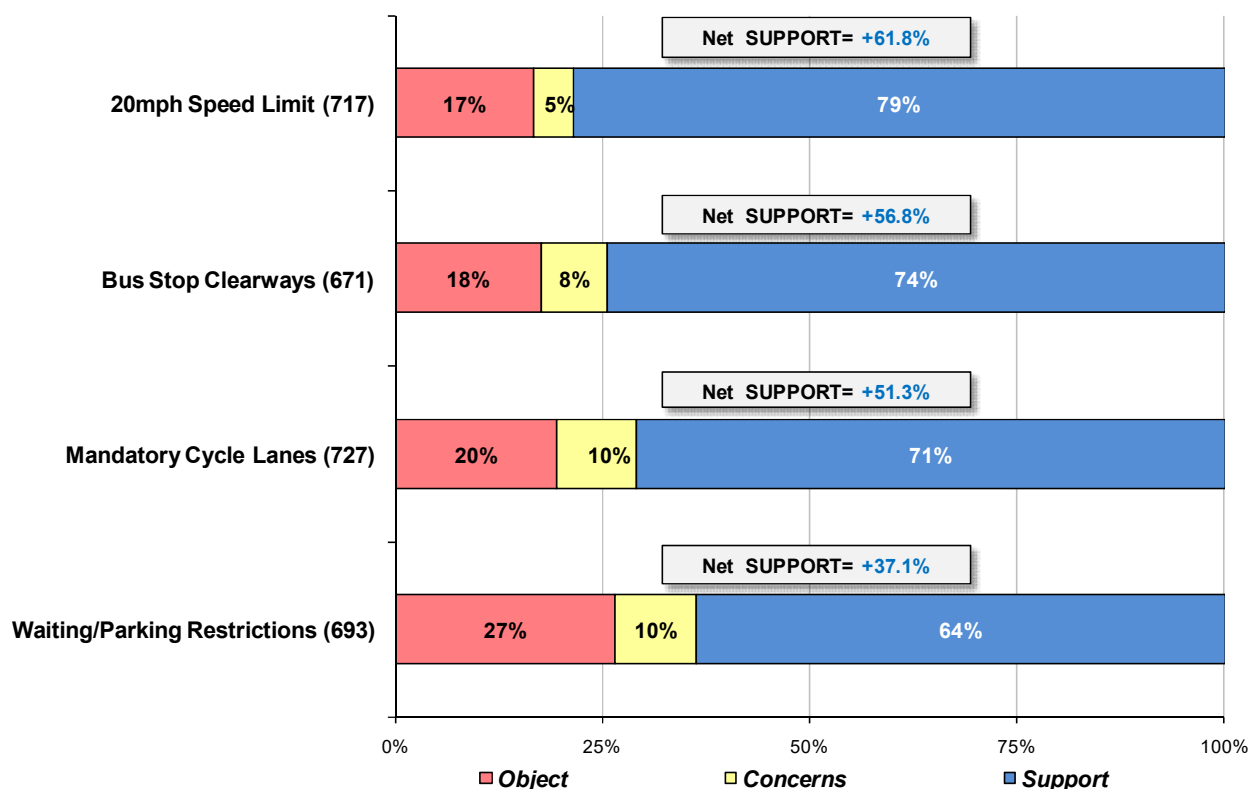
Base: All respondents who expressed an opinion (given in brackets)

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

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

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

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



Source: Marketing Means 2022

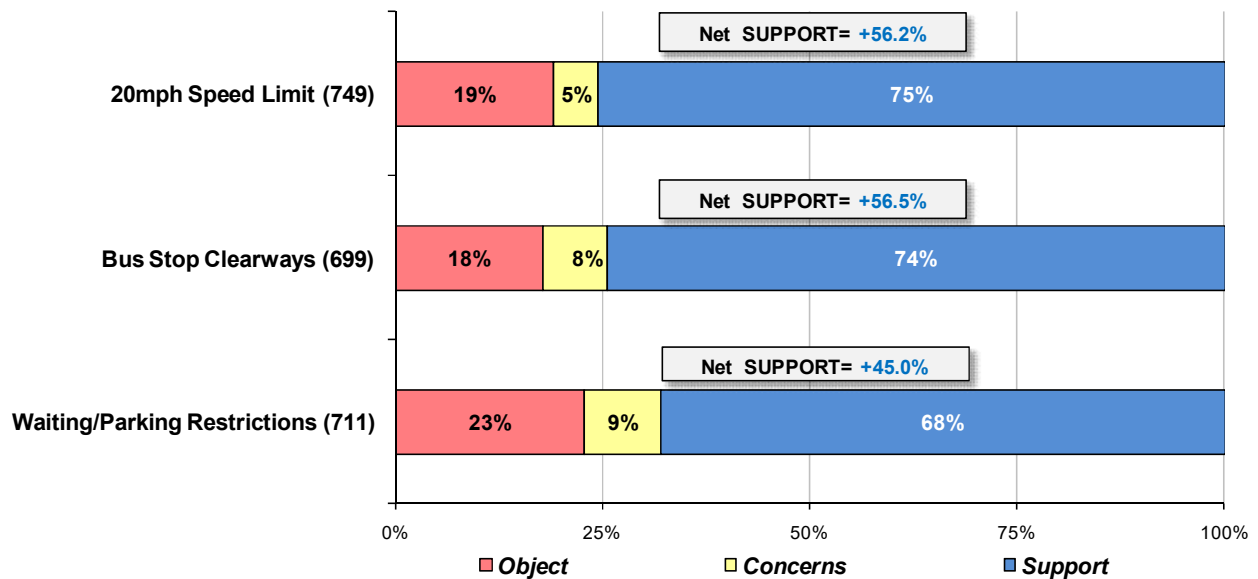
Base: All respondents who expressed an opinion (given in brackets)

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

3.8 Opinions of measures proposed for the B4495 Donnington Bridge Road

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

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



Source: Marketing Means 2022

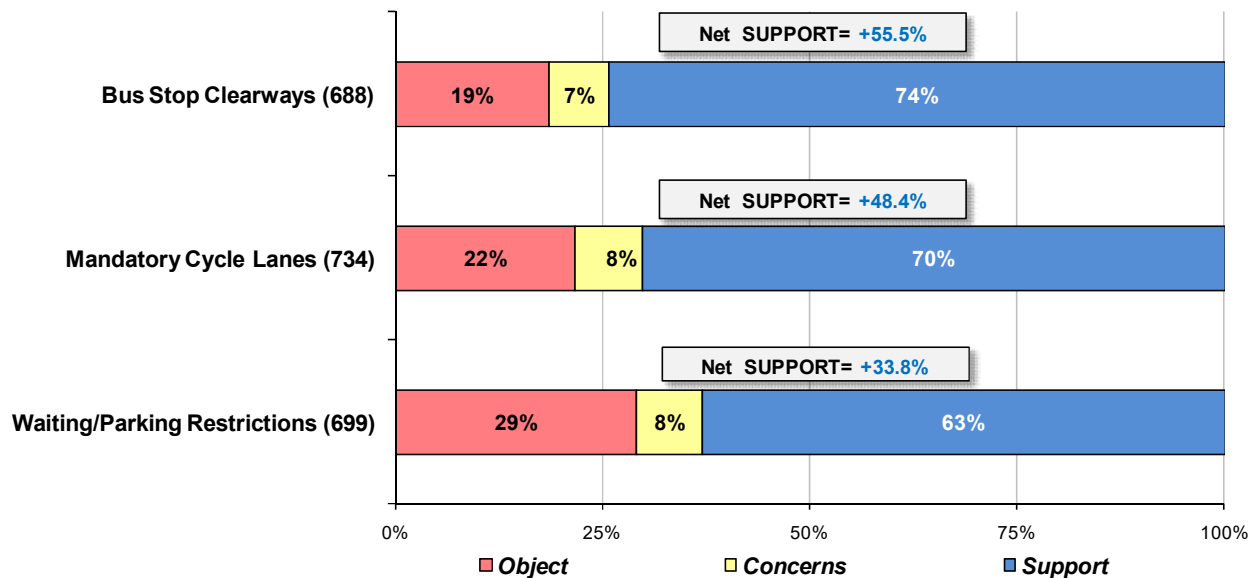
Base: All respondents who expressed an opinion (given in brackets)

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

3.9 Opinions of measures proposed for Morrell Avenue/Warneford Lane

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

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



Source: Marketing Means 2022

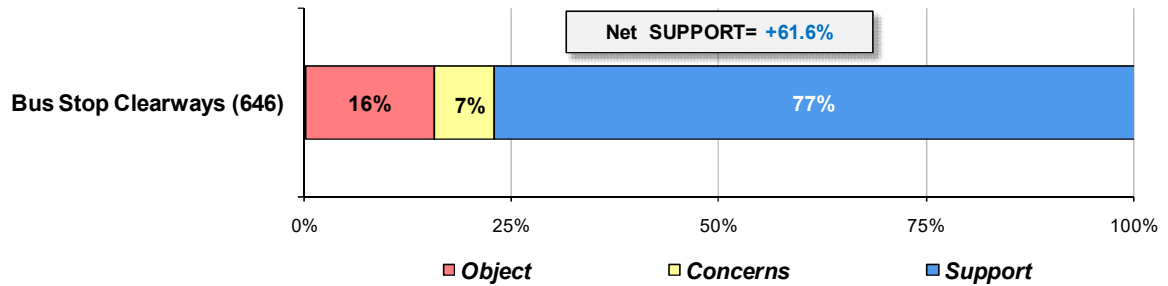
Base: All respondents who expressed an opinion (given in brackets)

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

3.10 Opinions of measures proposed for Parks Road

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

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



Source: Marketing Means 2022

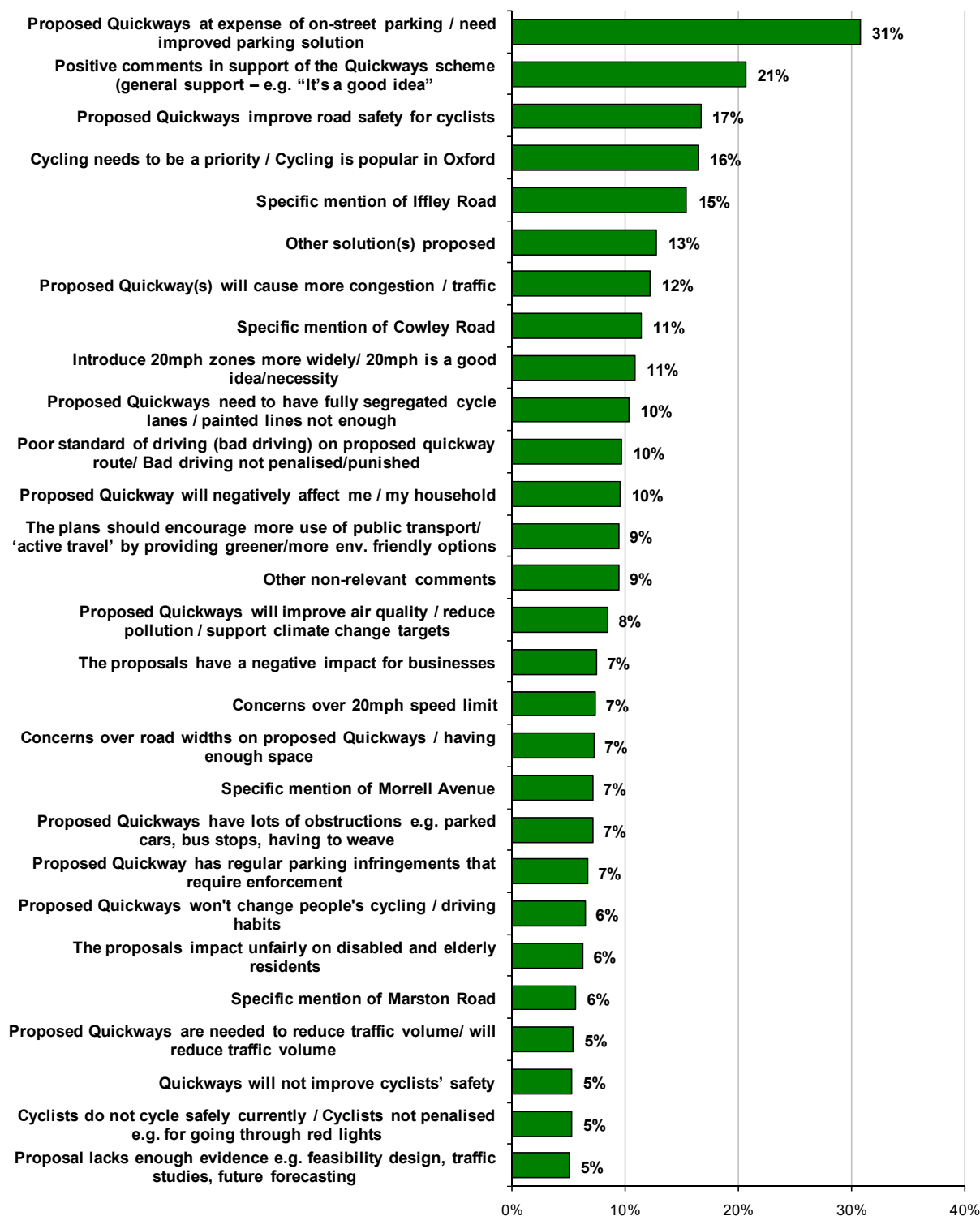
Base: All respondents who expressed an opinion (given in brackets)

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

4. Reasons for Supporting or Objecting to the Proposals

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

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



Source: Marketing Means 2022

Base: All who made a comment (902)

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

- *"I do support a 20 mph speed limit within the city ... If the whole of the city were 20 mph or even 25 mph, and this was well sign-posted as you enter the city it would be clear to visitors and residents would know anyway that this is the speed limit in the city."*
- *"As a rule of thumb, I'd say that wherever cars and cyclists share the same physical space, the speed limit should be 20 mph."*
- *"I fully support any plans to reduce the speed of traffic and enable cycling more safely in Oxford."*
- *"I am not against 20mph as long as it helps with flow of traffic."*
- Among the comments supporting quickways were several themes of consultees highlighting potential concerns over how well quickways could really work in practice. One in 10 responses highlighted the **limited benefit of painted cycle lanes**, and their desire to see a more robust **lane segregation**.
 - *"Can't see any sign of segregation between cars and cyclist [in all but a very small section of Henley Avenue. No bollards, wands, or orca's. Without separation between cyclists and cars, the cyclists will merely THINK they are safe, whereas in reality they are not."*
 - *"These changes would make it much safer for me and my family to cycle. I really wish you could use armadillos or posts to protect mandatory cycle lanes."*
 - *"One thing I ask is that these measures aren't half arsed - a line across an unkempt pavement isn't a cycle path! Nor is a line in a road that leaves only a tiny space for cyclists and has lampposts in the middle of it like on Headington Hill."*
 - *"Use wide pavements to create some cycle lanes separate from pedestrians and other road users on Garsington, Cowley and Oxford Road."*
 - *"Cycling lanes should be well visible and continuous following the main road (not on the footpath with interruptions for every bus stop or drive way)."*
- Others commented on their concerns over how drivers would treat quickways and how well any rules could be enforced, given that **bad driving is often not penalised/punished**.
 - *"As a resident of Iffley I will tell you that motor vehicles of all sorts speed ... along that stretch of 30/20 mph limit road. There is no attempt to enforce the speed limit. Removing parking is likely to make this worse and some form of speed limitation measure would be essential."*
 - *"The 20mph limits around Oxford are already a complete joke. They are disobeyed by so many people as to make them pointless. The police don't enforce it and the council seems powerless to change it."*
 - *"The absence of parked cars is likely to encourage some drivers to disregard the proposed 20mph speed."*
 - *"Morrell Avenue is already noisy due to traffic and the traffic, including buses, already go too fast down it. By removing the parking this will get a lot worse."*
- The leading concern expressed (by 31%) even by some who supported as well as those who objected to the plans, was the difficulty of the **proposed Quickways coming at the expense of on-street parking and the need for improved parking solutions**.
 - *"There will be nowhere to park for houses without driveways or households with more than 1 car. Even for houses with driveways, there will be nowhere for visitors to park. Delivery drivers will have nowhere to stop"*

- *“If parking is removed from the roads as proposed, where are those in the area going to park their cars? The roads leading off the main routes are already constricted with parked vehicles and this proposal is only going to make it worse.”*
- *“They have already removed lots of parking and the scheme proposed is removing a lot of needed parking spaces. Already the council has made those who require a car for work reasons life more difficult. I carry out work in people’s houses and require machinery to be brought to people’s houses. Lack of parking and blocking roads is already making work life increasingly difficult for vital businesses in Oxford.”*
- *“The loss of over 600 on-street car parking spaces will have severe adverse effects on the quality of life for disabled people who are resident in those streets or in side roads leading off them.”*
- There were also a significant number of other more negative views of quickways expressed by those who opposed the schemes. One of the most common was that the **schemes would cause more congestion/traffic**, expressed by 12%.
 - *“I am concerned about our street turning into a main road, and it seems to me that the row of parked cars protects us somewhat from the traffic behind them as well as reduces the noise. I would be unhappy if Church Cowley Road became any more congested.”*
 - *“My main concern is about the proposed road layout changes to Iffley road around Iffley turn (document 5) - this is because it appears to me when looking at the plans that it goes down to a 1 lane which would increase traffic queues significantly, which are already very bad..”*
 - *“20MPH speed limits will NOT reduce pollution - it will increase it. The cycle lanes will cause further gridlock and will further prevent emergency services getting to incidents (which will increase due to the frustration of grid locked drivers).”*
 - *“I am generally in favour of traffic and parking management, but I fear that the proposals will make it harder for residents of Iffley village to access their homes as there will be tail backs on Iffley Road due to the new layouts, especially at the proposed new turn layout for Church Cowley Road from Rose Hill.”*
 - *“Concerned that well designed arterial routes into the city are being compromised in their efficiency by over manipulation and traffic calming measures meaning they fail and cause congestion that has wide impacts.”*
- One in 10 consultees (10%) felt that the proposals **would negatively affect them/ their household**.
 - *“All of these measures seem based on people who are fit and able to walk or cycle. Where are we supposed to park when taking mum to shop on the Cowley road etc. What happens to us accessing our homes, with the disturbance to our lives while these things are being put in place?”*
 - *“We already experience difficulties finding enough parking for our members and the proposed changes will only add to the difficulty in us using our Kingdom Hall. We therefore ask you to please reconsider the removal of parking bays around our Kingdom Hall.”*
 - *“Removing the non-permit parking without updating the rules related to vehicle registration to account for those who cannot change the registered address of their car would make the current living situation impossible.”*
 - *“The present 20mph routes are not enforced. Will future ones be? how about speed cameras etc. I would like to see pedestrian only pavements enforced too as there are too*

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

- *"Residential Parking is already insufficient which means that as a household of three adults with two cars we cannot reliably park close to our home on Cave Street, despite paying a large sum for a parking permit. We have a new baby in the household, loading and unloading and walking with all the baby gear to a distant parking space is exhausting. Removing parking on Morrell Avenue would place additional pressure on spaces."*
- Just over a quarter (7%) commented that the **proposals have negative impact for businesses**. This rose to 19% among business owner/ representatives.
 - *"The proposals will impose further harm on the City of Oxford, Local Businesses, Trades People and hard working families. The over indulgence in the use of road markings, signage, traffic control measures etc is creating a dangerous and needlessly congested road network. The schemes will further restrict safe movement of cars, pedestrians and cyclists quickly and harmoniously across the city."*
 - *"Already the council has made those who require a car for work reasons life more difficult. I carry out work in people's houses and require machinery to be brought to people's houses. Lack of parking and blocking roads is already making work life increasingly difficult for vital businesses in Oxford."*
 - *"One of the things that makes East Oxford such a special place is the existence of independent businesses - retail and hospitality - and the removal of such parking will doubtless hit their trade. Have businesses been consulted on this matter? Has there being any attempt to evidence the likely effect on their trade of these changes?"*
 - *"Parking around the shops on Iffley Road - some parking is very helpful to the local economy."*
 - *"Loss of parking spaces will adversely affect tradespeople, maintenance businesses, delivery drivers, etc.."*
 - *"We are a local business and support in particular the idea of reduced speed limits to 20mph and cycle lanes, however we also need swift access around the city centre by car as we operate as estate and letting agents. Parking and access into certain roads is getting more difficult."*

Appendix 1: Survey Questionnaire

Oxford Quickways - TRO Statutory consultation Nov/Dec 2021

MM ref.: OXCC003_3439

- Q1 **Please select one of the following that best describes the capacity you are completing the questionnaire in.**
- Local County/City councillor
 - As a business
 - As an individual
 - As part of a group/organisation
- Q2 **Please enter the name of the town/village only, where you currently live or the business/group you are responding on behalf of is based.**
- _____
- Q3i **Please enter the name of the road only, where you currently live or the business/group you are responding on behalf of is based.**
- _____
- Q4i **Are you happy to be contacted via the email address you have supplied to be kept informed about this consultation ?**
- Yes
 - No
- Q5.1 **Please select which of the following that best describes your opinion of the proposed measures being put forward on the A420 St Clements Street.**
- | | Support | Concerns | Object | No opinion |
|------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Mandatory Cycle Lanes | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 20mph Speed Limit | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Waiting/Parking Restrictions | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- Q6 **Please select which of the following that best describes your opinion of the proposed measures being put forward on the A4144/A4165 St Giles & Banbury Road.**
- | | Support | Concerns | Object | No opinion |
|------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Bus Stop Clearways | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Waiting/Parking Restrictions | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- Q7 **Please select which of the following that best describes your opinion of the proposed measures being put forward on the A4144 Abingdon Road.**
- | | Support | Concerns | Object | No opinion |
|-------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 20mph Speed | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

	Support	Concer ns	Object	No opinion
Waiting/Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20mph Speed Limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mandatory Cycle Lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus Stop Clearways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road Layout amendments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	Support	Concerns	Object	No opinion
Waiting/Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus Stop Clearways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20mph Speed Limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zebra Crossing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	Support	Concerns	Object	No opinion
Mandatory Cycle Lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20mph Speed Limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus stop Clearways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Waiting/Parking Restrictions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Side Road Entry Treatments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	Support	Concerns	Object	No opinion
20mph Speed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus Stop Clearways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mandatory Cycle Lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Waiting/Parking Restrictions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	Support	Concerns	Object	No opinion
20mph Speed Limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus Stop Clearways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Waiting/Parking Restrictions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	Support	Concerns	Object	No opinion
Bus Stop Clearways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mandatory Cycle Lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Waiting/Parking Restrictions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	Support	Concerns	Object	No opinion
Bus Stop	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Q16 Please tick the boxes that apply to you:

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

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

Q18 Can we keep in touch?

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

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

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

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