

CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020
OXFORD: CENTRAL AREA – PROPOSED ADDITIONAL CYCLE
PARKING PLACES

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed additional cycle parking places in central Oxford on New Road, Speedwell Street, Wellington Square and Ship Street.

Executive summary

2. There has been a need for some time to identify additional provision for the secure parking of bicycles in Oxford city centre and officers have been working with city council colleagues to do this. The additional provision that is the subject of this report was identified ahead of the Covid-19 crisis. There is now an urgent need to provide for even more secure cycle parking although that is not the subject of this report. Cycle parking identified as part of the Covid-19 recovery process is likely to be introduced using separate Temporary Traffic Orders, although, wherever possible, consultation in advance with stakeholders and businesses will be carried out.

Introduction

3. This report presents responses received to a statutory consultation to introduce additional cycle parking places in Oxford city centre at New Road, Queen Street, Ship Street, Speedwell Street, Turl Street and Wellington Square.

Consultation

4. Formal consultation on the proposals (see Annex 1) was carried out between 21 May and 19 June 2020. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County & City Councillors. Street notices were placed on site and letters sent directly to approximately 160 properties in the immediate vicinity, adjacent to the proposals.
5. 46 responses to the consultation were received These are summarised in the table below:

Proposal	Object	Support	Concerns	No opinion/No objection
New Road	1	41	3	1
Queen Street	1	39	5	1
Ship Street	1	42	2	1
Speedwell Street	1	40	2	3
Turl Street	1	40	4	1
Wellington Square		44	1	1

6. The responses are recorded at Annex 2, while copies of the full responses are available for inspection by county councillors. Overall, it can be seen that there was a high level of support for the proposals.
7. The detailed response outlining their objection to various design aspects of the proposals from local cycling group 'Cyclox' is provided in full and can be found at Annex 3.

New Road

8. There were some concerns that the proposals here were only adding a small number of new stands and that spacing would be inadequate. To clarify, the existing toast rack provision would be replaced with more permanent root fixed stands in an echelon formation to maximise footway space. Together with the two new stands shown to the east of the adjacent vehicle entrance there would be an additional 6 bicycle parking spaces. Spacing would be a minimum of 1m between stands (measured perpendicular to the stands).
9. Cyclox objected to the proposals for New Road but it appears from the photo used in its response that there is some confusion about the location. The proposals are in fact further up New Road to the east.

Queen Street

10. These proposed new stands attracted a number of comments – both positive and negative. Some felt that this was a good general location due to it being close to places people would want to cycle to. Others felt it would be inappropriate not just because cycling is prohibited during the day (users could though push their bikes to the stands from Carfax or Bonn Square) but more significantly because of how busy the street will become again once Covid-19 lockdown restrictions are eased further. Officers feel that on balance the proposals should not be implemented at the current time due to the need to encourage free flow of pedestrian movement along and across the street, enabling better social distancing.

Ship Street

11. Fifteen Sheffield stands perpendicular to the carriageway have been removed temporarily to accommodate building work at Jesus College. The proposal here is

to replace these with 17 stands at an angle to the carriageway when the building work is complete. Cyclox wants to see the racks replaced perpendicular to the carriageway with a further 10 stands to the east. The stands are proposed to be replaced at an angle to maximise the amount of cycle parking space due to the fact that the carriageway narrows to the east. It is not felt that the road is wide enough to add 10 more as Cyclox suggests, even with the stands at an angle. On site, during the work, engineers will double check if (i) the racks can be replaced perpendicular to the carriageway after all and (ii) more than 2 new stands can be provided whilst allowing safe passage of vehicles. All stands will be replaced with minimum spacing of 1m between stands (measured perpendicular to the stands).

Speedwell Street

12. Concern was expressed that 0.8m spacing of the stands on the south side of the street is insufficient. Officers agree and recommend that these stands are spaced at 1.0m. If it is possible to place them perpendicular to the building this will be done. On the north side, Cyclox suggest that space is provided for hire bikes apparently on the basis of a Google Streetview photo. There are now very many fewer dockless hire bikes than when the Streetview image was taken but in any case, officers recommend that space is provided only for the general public, not hire bikes. Officers agree that spacing here between stands can be 1.2m due to there being more space generally and lower pedestrian flows.

Turl Street

13. A number of people commented that the proposed stands would restrict and inconvenience pedestrian flow. Officers agree and recommend that these stands are not installed.

Wellington Square

14. There were no objections to the proposed additional bicycle parking in Wellington Square.

Other non site specific comments

15. One of the most frequent general comments was that additional space should be provided for non-standard bicycles to be able to park securely e.g. cargo bikes. In practice, this will be difficult to implement not only as a result of the limited space at the sites proposed but also because it will be difficult to effectively indicate that these spaces shouldn't be used by normal bicycles. Also, it will be virtually impossible to enforce non-compliant use by normal bicycles. However, officers will investigate the use of stickers on end racks saying something like "if other space is available, please consider leaving this one free for wider, non-standard bikes e.g. cargo bikes".
16. There were calls in some of the proposed locations to use two tier/double height racks to maximise the amount of space provided. Officers agree this as a principle – a site for such a solution has been identified in Gloucester Green alongside the taxi rank. The city council is looking to identify a product that will

deliver the additional cycle parking capacity here. When it has done so, it will be introduced as a trial. If successful it could be introduced elsewhere although the appearance of double height bicycle parking may rule it out as a solution in areas where it is close to historic buildings.

17. Other locations were suggested for more bicycle parking – these will be included for consideration in the Covid-19 recovery work to deliver further additional capacity mentioned in the executive summary.

How the Project supports LTP4 Objectives

18. The proposals would encourage more cycling as a result of additional secure convenient places for people to leave their bicycle.

Financial and Staff Implications (including Revenue)

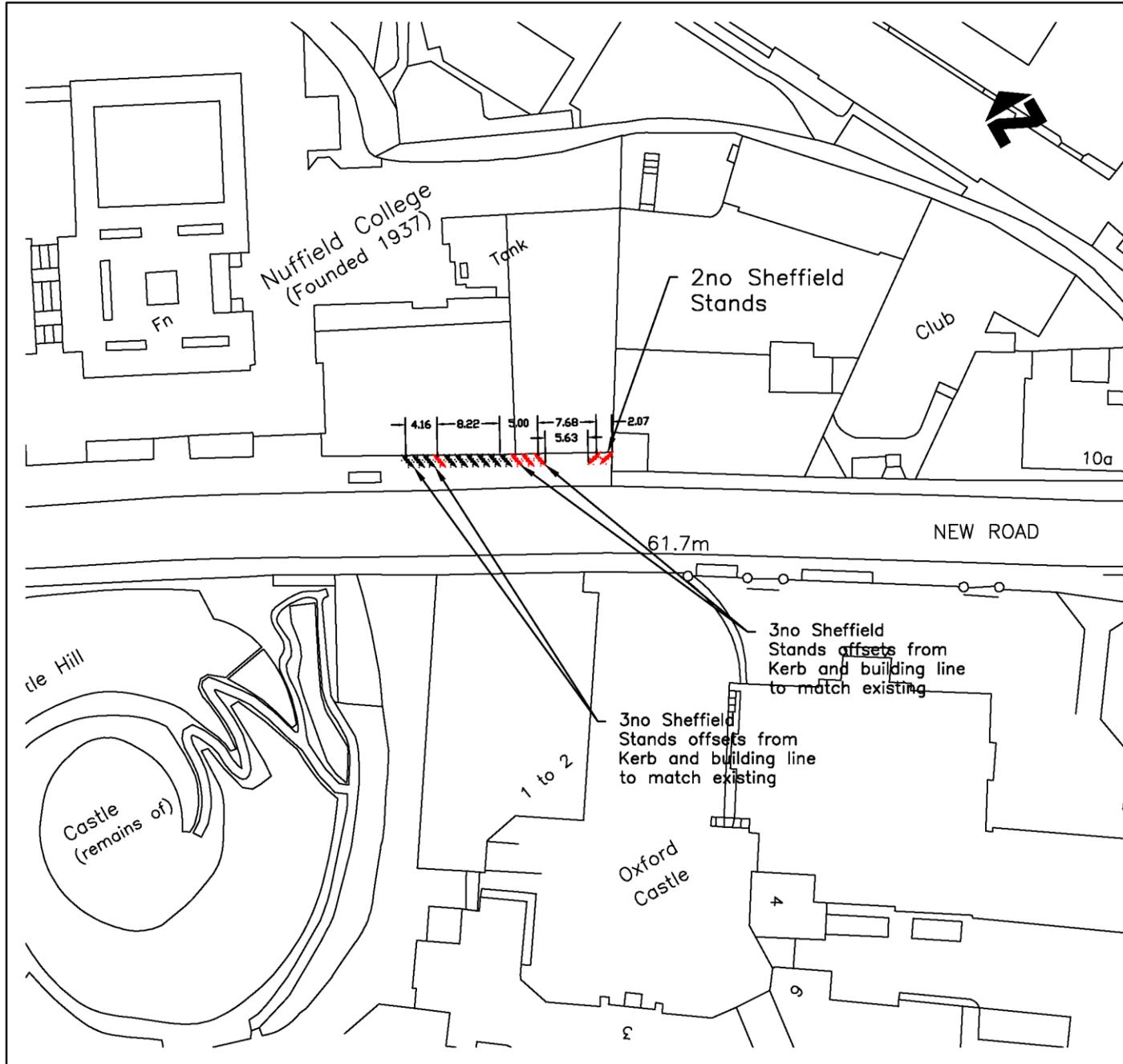
19. Funding for the proposed measures has been provided by Oxford City Council.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plans of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Craig Rossington 07880 945891

July 2020

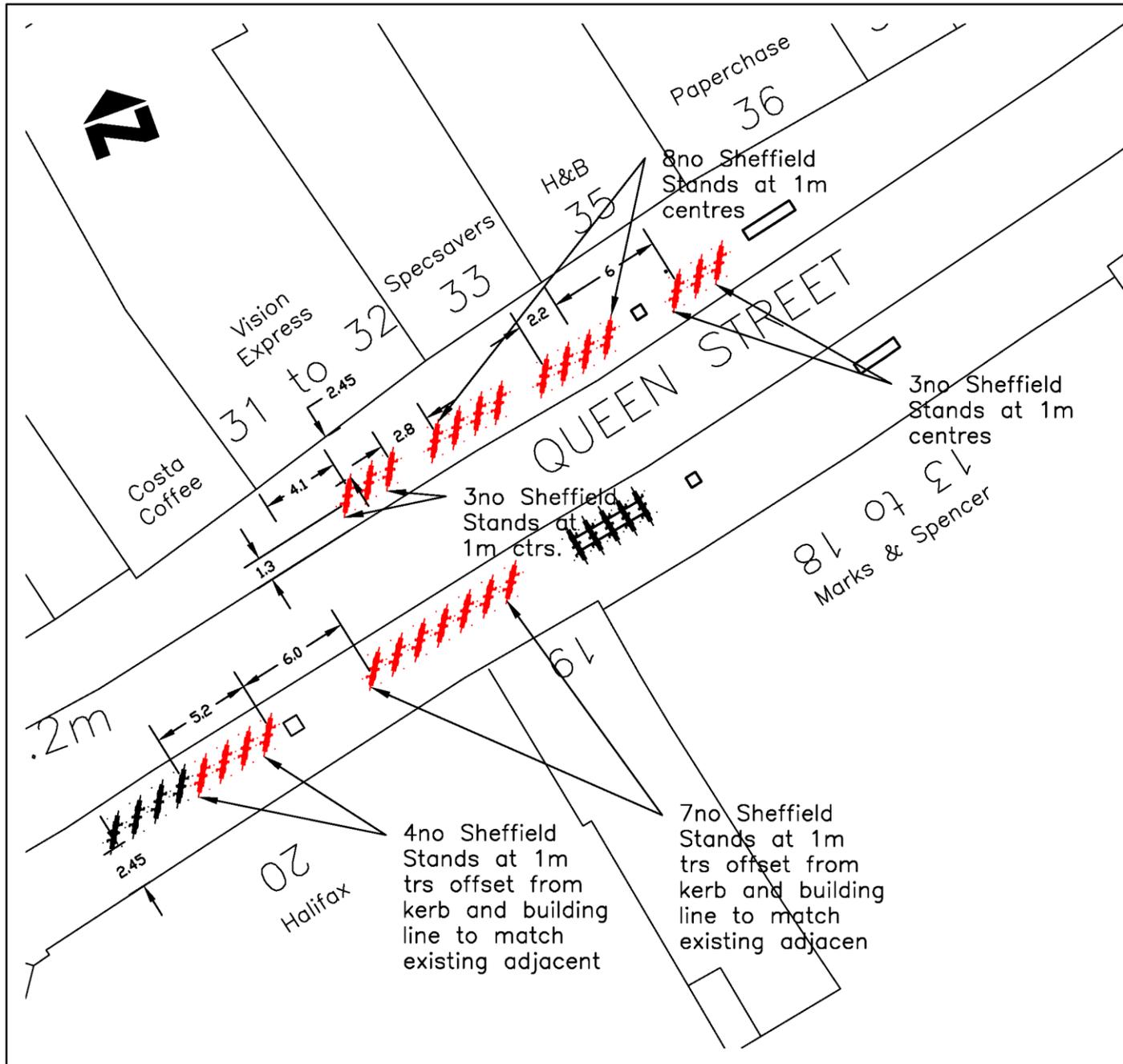


Notes

- (a) The exact location and orientation of individual stands are to be determined on site.
- (b) The exact number of stands may be reduced depending upon site conditions
- (c) Key:
 - Existing Sheffield Cycle Stand
 - Proposed Sheffield Cycle Stand

Do not scale this drawing

A Cycle rack spacing and number amended SMA 18.01.20				
Rev	Description	By	Date	Chk'd Auth
 Oxford Direct Services Marsh Road, Oxford OX4 2HH T: 01865 335400 E: oxforddirectservices@oxfordds.co.uk				
Client:				
Project:				
Oxford – City Centre Cycle Racks 2020				
Title:				
Location of Cycle Racks Detailed Layout – New Road				
Scale	Drawn By	Checked By	Approved By	
1:200	SMA			
	Date	Date	Date	
	03.10.19			
Drawing Number				Rev
0025/A3/00202				A



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Oxford Direct Services
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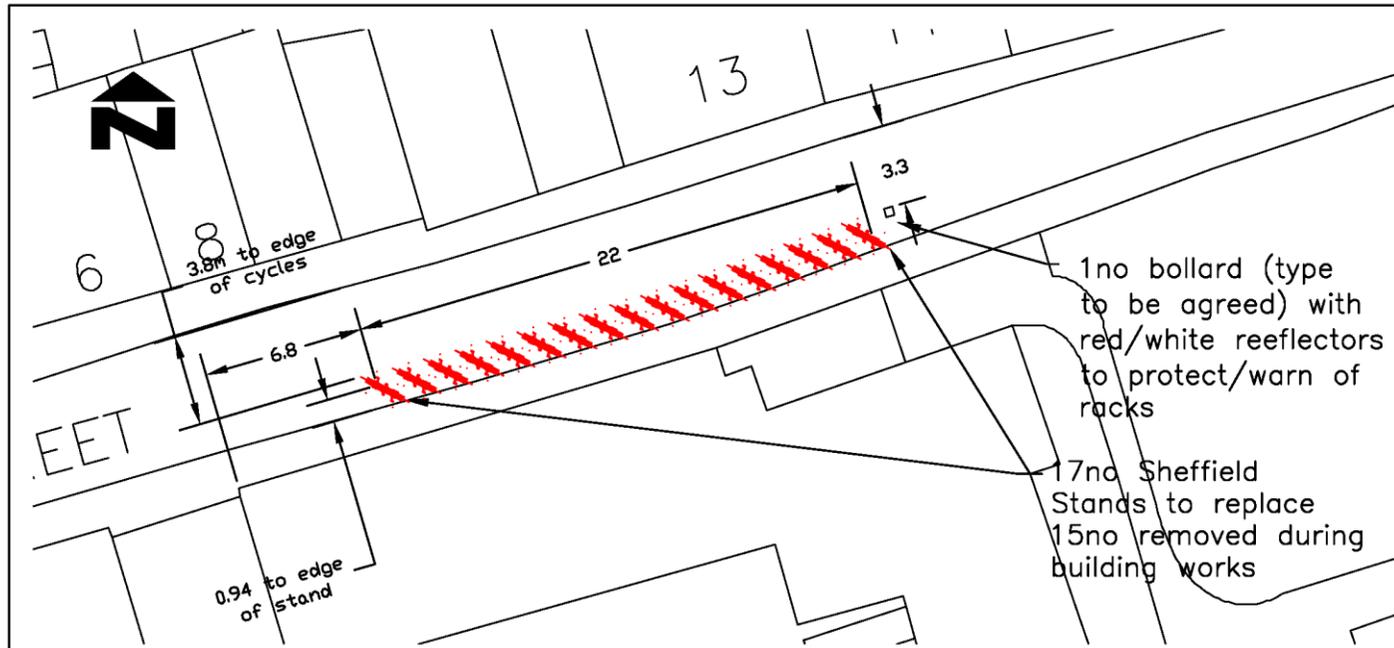
**Oxford – City Centre
Cycle Racks 2020**

Title:

**Location of Cycle Racks
Detailed Layout – Queens Street**

Scale	Drawn By	Checked By	Approved By
1:200	SMA		
	Date	Date	Date
	09.10.19		

Drawing Number: 0025/A3/00205 **Rev** A



- Notes
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 - Proposed Sheffield Cycle Stand

Do not scale this drawing

A Cycle rack spacing and number amended SMA 16.01.20

Rev	Description	By	Date	Chk'd	Auth

Oxford Direct Services
 Marsh Road, Oxford OX4 2HH
 T: 01865 335400
 E: oxforddirectservices@oxfordds.co.uk



Client

Project

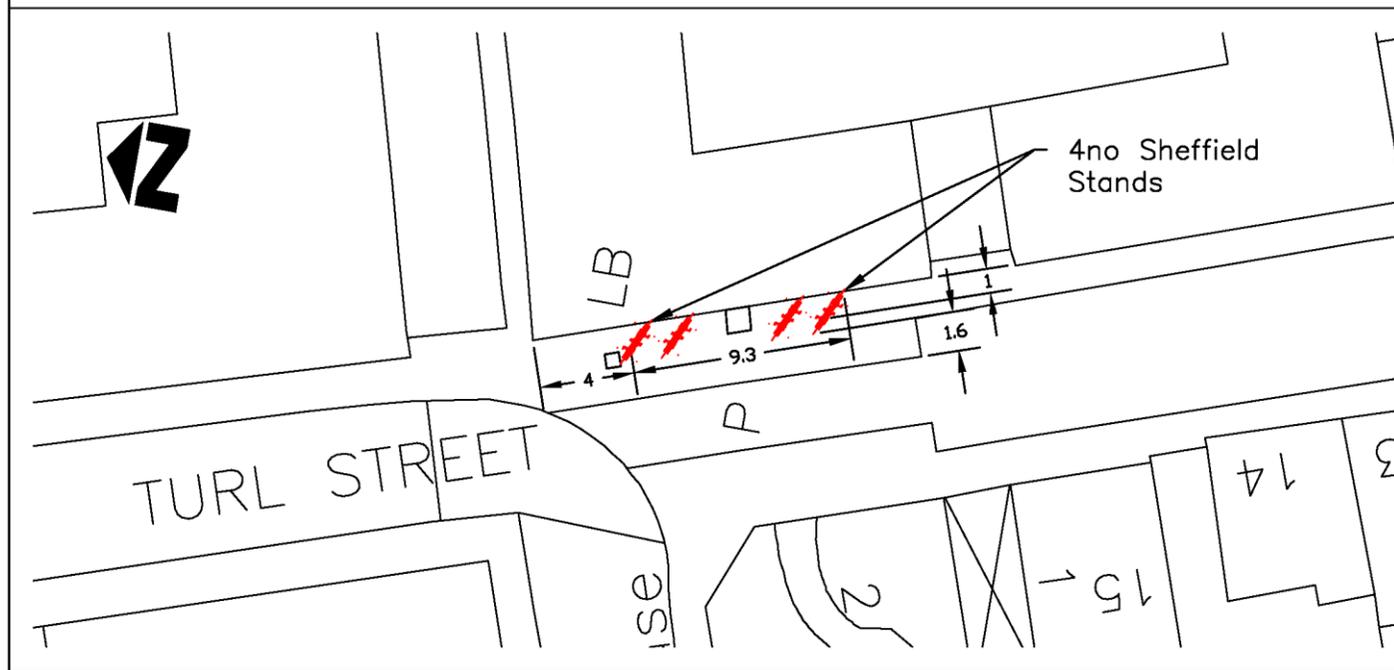
**Oxford – City Centre
Cycle Racks 2020**

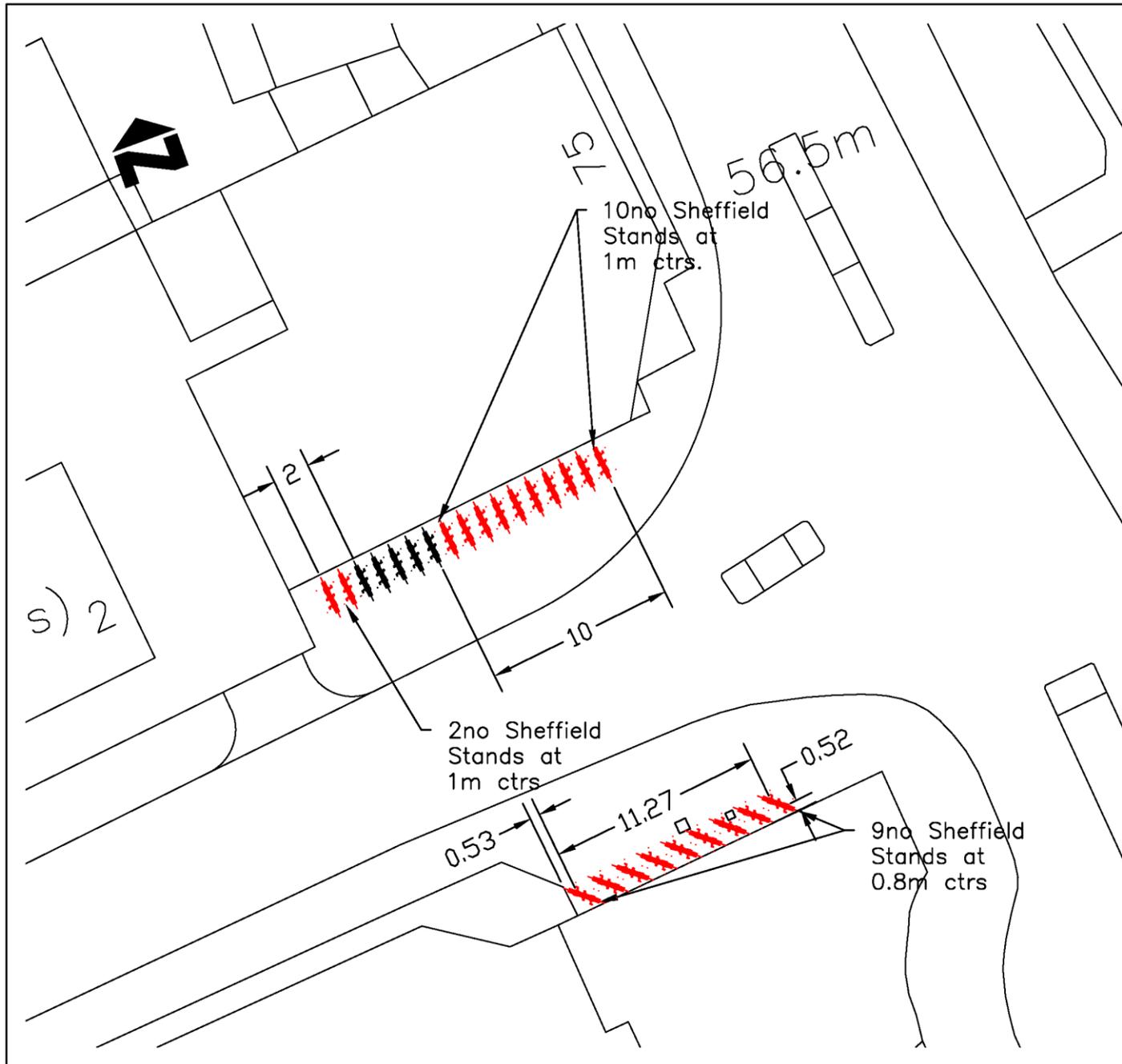
Title

**Location of Cycle Racks
Detailed Layout – Ship & Turl Streets**

Scale	Drawn By	Checked By	Approved By
1:200	SMA		
	Date	Date	Date
	03.10.19		

Drawing Number **0025/A3/00201** Rev **A**





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Do not scale this drawing

A Cycle rack spacing and number amended		SMA	18.01.20		
Rev	Description	By	Date	Chk'd	Auth

Oxford Direct Services
 Marsh Road, Oxford OX4 2HH
 T: 01865 335400
 E: oxforddirectservices@oxfordds.co.uk

Client:

Project:

**Oxford – City Centre
Cycle Racks 2020**

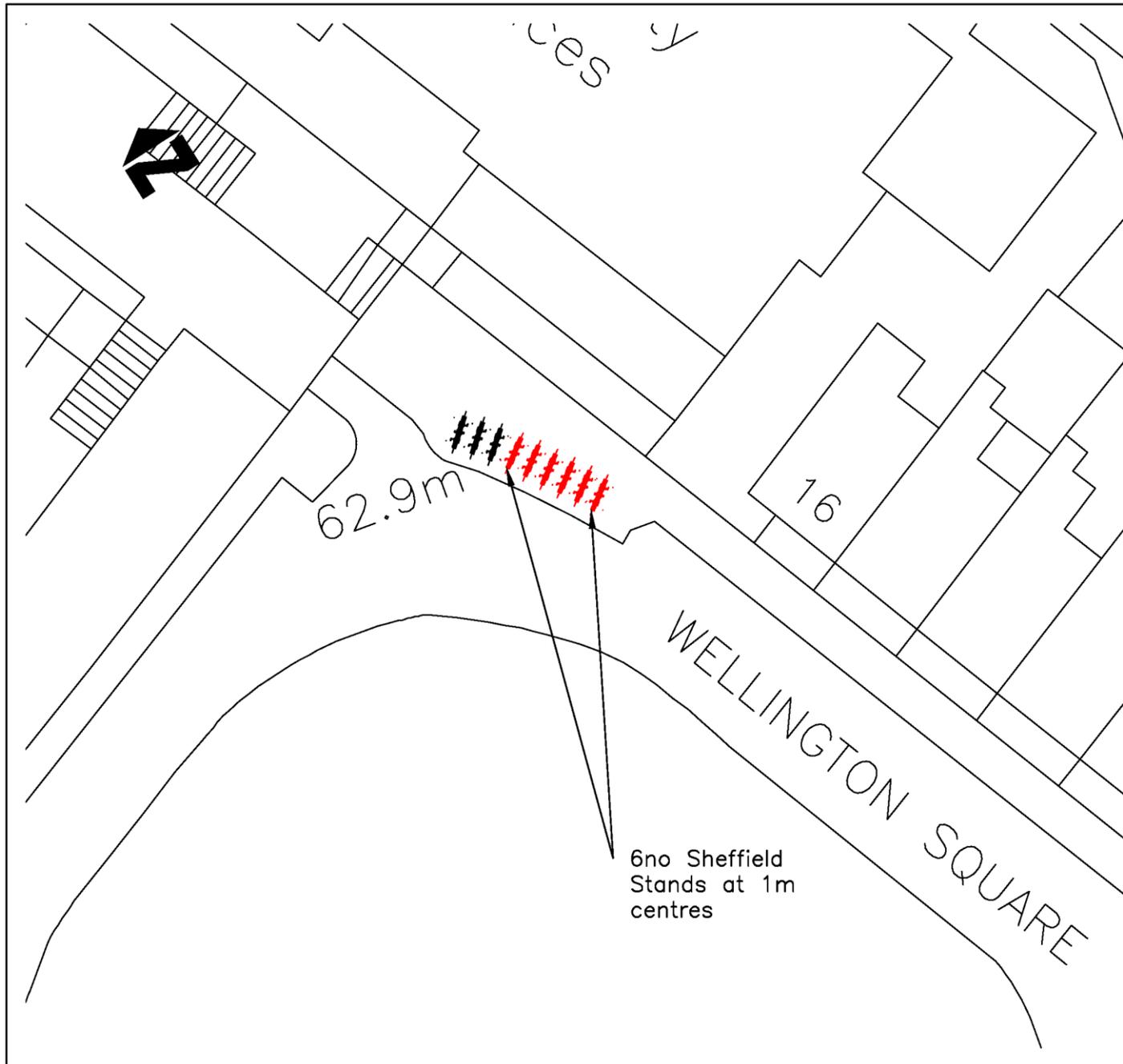
Title:

**Location of Cycle Racks
Detailed Layout – Speedwell Street**

Scale	1:200	Drawn By	SMA	Checked By	Approved By
		Date	03.10.19	Date	Date

Drawing Number: 0025/A3/00200 **Rev** A

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Notes

- (a) The exact location and orientation of individual stands are to be determined on site.
- (b) The exact number of stands may be reduced depending upon site conditions
- (c) Key:
 - Existing Sheffield Cycle Stand
 - Proposed Sheffield Cycle Stand

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

Oxford Direct Services
 Marsh Road, Oxford OX4 2HH
 T: 01865 335400
 E: oxforddirectservices@oxfordds.co.uk

Client:

Project:

**Oxford – City Centre
Cycle Racks 2020**

Title:

**Location of Cycle Racks
Detailed Layout – Wellington Square**

Scale	Drawn By	Checked By	Approved By
1:200	SMA		
	Date	Date	Date
	09.10.19		

Drawing Number: 0025/A3/00270 **Rev** —

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Oxford University	<p>Support (with Concerns) - the University's support for these proposals to install additional cycle parking within Oxford's city centre which would benefit from more cycle parking.</p> <p>In particular the additional 12 cycle parking berths at <u>Wellington Square</u> outside the University Offices are strongly welcomed; this location has suffered from a chronic shortage of cycle parking. It is pleasing to note that 1m spacing will be provided between the Sheffield stands, this being the minimum necessary for bicycles with panniers, child seats and front baskets to park.</p> <p>Whilst welcoming the increase in number of cycle parking, the University would like to raise some concerns about the other proposals:</p> <p><u>New Road</u> - Currently this location already has 12 existing stands (24 berths), of which 7 are slanted and 5 at 90 degrees to the College boundary wall . However the plan does not reflect this, showing 9 existing racks and proposing a further 6 racks. More cycle parking would be useful at this location and placing racks at 90 degrees is preferable to slanting racks at 45 degrees which reduces the available width between racks. It would be helpful to clarify the proposals for this location.</p> <p><u>Queen Street</u> - Support the proposed additional 50 berths at this location which has high demand and support slanting the racks in order to minimise the space taken from pedestrian movement. However, to be more user friendly, the gap between racks needs to be more than 1m shown on the plan (as slanting reduces usable space more than when the racks are at 90 degrees).</p> <p><u>Ship Street</u> - The replacement of 15 racks with 2 additional (total 34) is much needed at this location. However, they should be re-instated as originally installed i.e. at 90 degrees to the kerb, not slanted.</p>

	<p><u>Turl Street</u> - An additional 4 racks (8 berths) is supported at this location, provided that sufficient usable space is left between the slanted racks</p> <p><u>Speedwell Street</u> - Support the proposed 12 stands at 1m spacing 90 degrees to the kerb on the Northern side. On the Southern side there appears to be space to install these at 90 degree with 1m spacing; the slanted installation at 0.8m as proposed does not provide enough usable space between racks.</p>
(3) Local Group, (Cyclox)	(see full response in Annex 7)
(4) Local Group, (Oxfordshire Cycling Network)	<p>Support - Overall, we support the addition of more cycle parking in Oxford centre. It can often be difficult for cyclists to find a parking space near their destination, and many resort to 'informal' parking which can lead to frustration for both cyclists and pedestrians, is less secure, and can look messy.</p> <p>Increasing parking will increase people's ability to cycle into town, and their comfort to stay around and spend money. In several studies, cyclists are shown to spend more money than car drivers in local shopping – in more frequent but smaller trips. And when they do so they are more efficient in space utilisation, and of course zero pollution and improving their health at the same time – so to be encouraged!</p> <p>However, we do not think that cycle parking should be added where it will inconvenience people who are walking. All forms of active transport should be encouraged, and there are plenty of roads and car parking spaces (legal, informal and illegal) that could be used before taking pavement space from where it is most needed.</p> <p><u>New Road</u> – Support (Minor concerns over spacing) <u>Queen Street</u> – Support (Minor concerns over spacing and ensuring pedestrians are not inconvenienced) <u>Ship Street</u> – Support (Minor concerns over spacing) <u>Turl Street</u> – Concerns over position of cycle parking <u>Speedwell Street</u> – Support (Minor concerns over spacing) <u>Wellington Square</u> – Support (Minor concerns over spacing)</p> <p>Each of the chosen locations is a useful place, in general to have more cycle parking. The Turl Street proposal looks like it would block a considerable part of the pavement, just where it is tight. Wall mounted locking points or a rail to formalise a small amount of bike parking parallel to the wall may actually be a better answer.</p>

	<p>We are concerned about the spacing of the stands. 0.8m spacing is too close, and if they are angled, this effectively brings them closer still – meaning their capacity is only 1 bike per stand. The stands need to be at least 0.9m apart to allow use by a cycle each side (Oxfordshire Cycling Standards p13). Note that this is the gap – the width of the stand tubes needs to be added to get the spacing.</p> <p>There should also be some provision for larger cycles: inclusive ‘mobility cycles’, cargo bikes and bikes with trailers. Perhaps this could be on the end of rows, with a sign marking ‘Please leave this space for mobility and cargo bikes’ or similar.</p> <p>(We have not discussed whether the time is right to enforce this. Personally, I think probably not until there is generally enough cycle parking in the City. But if this is a question you are considering, I can ask around the cycling community.)</p>
(5) Local Group, (Cowley Area Transport Group)	<p>Concerns - We agree that the County Council needs to consistently provide adequate space for cycle parking: we share the concern already expressed by Cyclox:</p> <p>“It appears that according to the published plans, the Sheffield stands featuring in the new cycle parking provision are to be placed either 800mm or 1000mm apart (centre to centre). We note:</p> <p>(a) that the UK Department for Transport’s current guidance suggests that spacing of a minimum of 1000–1200mm is necessary to accommodate two bicycles on each stand.</p> <p>(b) that most of the Sheffield stands in the Council’s plans are shown as laid out so as to be at an angle of around 50° relative to the line of the street. The effective spacing between stands whose centres are 1000mm apart at this angle would be 766mm. The effective spacing between stands whose centres are 800mm apart at this angle would be 613mm.</p> <p>We urge the Council to ensure that it avoids the false economy of sub-1000mm effective spacing.”</p> <p>Secondly, the City Centre environment needs far more pedestrianisation, pedestrian priority areas and good through routes for both cycling and walking. In areas where pedestrianisation is introduced – we suggest Broad Street, Little Clarendon Street, Queen Street, most of St. Giles as preliminary steps – through cycle routes must be marked for both directions of travel. In each location, we suggest cycle parking above and beyond the current proposals. In areas of highest use, Carfax and the rail station, double-deck cycle parking as can be seen at Hillingdon Underground station should be introduced.</p> <p>The Gilligan Report which promised £150m to improving cycling-friendly infrastructure in Oxford should be promoted strongly for implementation. Provision of additional cycle parking in Oxford City Centre is greatly to be welcomed.</p>

	<p>However, the proposed additional bike racks are nowhere near sufficient to the pent-up demand and will certainly not accommodate any additional demand which may be caused by the emergency measures to encourage more walking and cycling.</p> <p><u>New Road</u> – please consider two storey bike parking here. As the racks are next to a high stone wall the full height of the wall could be utilised.</p> <p><u>Queen Street</u> – the extra stands are very welcome but this is an area of high demand. Given the availability of a long stretch of wide pavement here there should be room for more bike stands, for example in front of Marks and Spencer’s.</p> <p><u>Turl Street</u> - A mere two bike racks is not adequate to the demand in this area. If parked cars were removed from the Southern, trafficked end of Turl Street there would be room for far more bike racks.</p> <p>Speedwell Street. The existing bike racks are against a plain brick wall. There is sufficient height to allow for double decker cycle parking here.</p> <p><u>Wellington Square</u> – far more bike stands are needed here. There are multiple opportunities for bike parking on three of the four corners of Wellington Place, including a missed opportunity to put double decker bike parking against a wall.</p>
<p>(6) Local Group, (Oxfordshire Liveable Streets)</p>	<p>Concerns - Oxfordshire Liveable Streets is strongly supportive of increases in cycle parking provision in Oxford city centre. Cycle racks across the city centre are at capacity most of the time. As a result, cyclists must either cause a nuisance by locking their bikes to infrastructure that is not intended for that purpose, spend time finding available cycle parking further from their desired destination, or risk the theft of an insecurely parked cycle. This disincentivises using cycles to get around the city for short trips and shopping.</p> <p>Since there is insufficient parking provision to cater even to current numbers of cyclists, it is clear that the Council’s ambition to increase the share of journeys into and around the city centre that are made by cycle requires a significant increase in provision, particularly near shops, bars, and restaurants. The proposed increase in cycle parking provision should be regarded therefore as an absolute minimum.</p> <p>Spacing - It appears that according to the published plans, the Sheffield stands featuring in the new cycle parking provision are to be placed either 800m or 1000mm apart (centre to centre). We note:</p>

(a) that the UK Department for Transport's current guidance suggests that spacing of a minimum of 1000–1200mm is necessary to accommodate two bicycles on each stand (see the 2008 Local Transport Note on Cycle Infrastructure Design, 11.4.4 [p. 72]);

(b) that most of the Sheffield stands in the Council's plans are shown as laid out so as to be at an angle of around 50° relative to the line of the street. The effective spacing between stands whose centres are 1000mm apart at this angle would be 766mm. The effective spacing between stands whose centres are 800mm apart at this angle would be 613mm.

We urge the Council to ensure that it avoids the false economy of sub-1000mm effective spacing that effectively limits provision to one cycle per stand.

Cargo and trailer bikes and tricycles - Relatedly, we urge the Council to include clear provision for cargo bike, trailer bike, and tricycle parking. Oxford already has a large number of cyclists using such bikes for shopping and child transport and some using them for business. Tricycles provide an active travel solution for people with disabilities or mobility problems. Much greater numbers of such bikes will therefore be an essential feature of any large-scale switch away from cars and vans to active transport in Oxford. Larger shopping trips, the transport of two or more small children, and the transport of tools, for instance, all call for more capacity than ordinary cycles can offer. OLS urges the Council to ensure that new cycle parking provision includes some stands that are spaced so as to accommodate cargo or trailer bikes or tricycles and clearly marked as for that purpose.

Locations - OLS supports the choice of locations. It is particularly strongly supportive of provision in Queen Street and on Ship Street, two of the city's most important retail destinations. We would, however, urge the Council to take road space rather than pavement space away in order to make room for cycle racks. Taking pavement space away from pedestrians to provide cycle parking fuels the sense that these two groups of active travellers have opposed interests, when in truth the Council should be prioritising them both over motorised transport.

We would also urge the Council to rethink the current prohibition on cycling in Queen Street. This prohibition particularly disadvantages those for whom a cycle is a mobility aid, who cannot easily dismount and walk their bikes to the cycle racks. But more generally it sends the wrong message, and indeed a message that is in tension with the welcome addition of further cycle parking provision. Cyclists on the High Street must take a counter-intuitive, difficult to find, and frighteningly bus-heavy detour via St Aldate's if they wish to travel to New Road, so that the clear indication is that they are not welcome users of the city's streets. We understand concerns about conflict between different types of users of Queen Street, but the solution is clearer separation and demarcation of different types of road users and more stringent enforcement of considerate cycling, rather than exclusion.

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	<p>If the Council is serious about a shift to healthier, more liveable streets, it must make pedestrians and cyclists both feel welcome, rather than pitting them against each other.</p>
<p>(7) Local Resident, (Oxford)</p>	<p>Concerns (Queen Street) - These numbers should be regarded as an absolute minimum given the acute and growing shortage of bike parking in the city.</p> <p>Additionally, at the time when people most want to use the Queen Street parking, it is illegal to cycle there. Not everyone can easily dismount and walk; for many, a cycle is a mobility aid. I'd also suggest that at least one stand in each set should be spaced a little wider apart to accommodate the increasingly common cargo bikes and trikes, and should be marked as such.</p>
<p>(8) Local Resident, (Oxford)</p>	<p>Concerns (Queen Street) - additional cycle parking in Queen street would decrease the amount of space on what is already a crowded street.</p>
<p>(9) Local Business, (Oxford)</p>	<p>Support - It's not enough. There needs to be more secure cycle parking. I can suggest additional locations. Outside my business for example and everywhere there are bicycles locked to metal railings etc.</p>
<p>(10) Local Resident, (Oxford)</p>	<p>Support - To be honest, I would support cycle parking *anywhere* in central Oxford. The extra stands in Queen Street will be the most useful. The Westgate Centre has a lot of stands, but they are all in the wrong place. I want to be able to park my bike near the central library</p>
<p>(11) Local Resident, (Oxford)</p>	<p>Support - FAR MORE cycle racks are needed in CONVENIENT locations in the city where people want to use them (NOT round the back of the westgate where they no one wants to use them and they are purely token). Get a grip - the people and the city will die if the county council does not do far more to curb car travel and promote walking and cycling. Shameful approach to date. Be a bit brave and massively restrict car travel and parking to save lives and save ways of life that are hugely negatively affected by cars, buses, lorries, severance, pollution, danger and fear</p>
<p>(12) Local Resident, (Oxford)</p>	<p>Support - Spacing of the Sheffield racks is very important. Chevron layouts are acceptable provided the separation distance is not reduced. In many Oxford cycle racks it is not possible to use both sides of the stand without damaging cycles. There is a standard for this spacing which should not be compromised.</p>

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<p>(13) Local Resident, (Oxford)</p>	<p>Support - These stands need to be spaced widely enough to allow bikes to be parked without risk of damage, which means one metre minimum separation measured <u>at right-angles</u> to the stands. One metre between stand centres is not adequate when the stands are angled.</p> <p>There also needs to be marked provision for larger bikes - tandems, box bikes, etc. - ideally at a fixed fraction (15%?) of the number of places in each location.</p>
<p>(14) Local Resident, (Oxford)</p>	<p>Support - Please reconsider the cycling prohibition on Queen street. with clear demarcation between pedestrians and cyclist I am sure both can co-exist on Queen Street as is the case in streets in many other cities and indeed elsewhere in Oxford.</p> <p>Please also consider what spacing will be provided between cycle parking stands . less than 1 meter separation between the typical sheffield stands makes it difficult to move a bike in and out of the space between stands already in use.</p> <p>finally please make more (some?!) provision for larger cargo bikes to encourage use of cargo bikes which will reduce even more the need or desire to use a car.</p>
<p>(15) Local Resident, (Oxford)</p>	<p>Support - More cycle parking is desperately required all over the city centre.</p>
<p>(16) Local Resident, (Oxford)</p>	<p>Support - I welcome the proposed increase in cycle parking places. There are frequent occasions when there are not enough places- especially when so many racks are removed in Broad Street for events eg the Christmas Markets. Convenient plentiful secure cycle parking - bring it on!</p>
<p>(17) Local Resident, (Oxford)</p>	<p>Support - No comments</p>
<p>(18) Local Resident, (Oxford)</p>	<p>Support - I strongly support increasing cycle parking availability. (If the Council is serious about increasing cycling and walking in the city, then I think it will need a lot more than the proposed extra racks.) I have some concerns about the spacing between some of the racks as proposed, which looks as if it may not be wide enough to fit two ordinary</p>

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	<p>cycles per rack. I also have concerns about capacity to accommodate cargo bikes (I use a cargo bike for shopping in the city centre).</p> <p>I hope that the provision of extra racks on Queen Street is a sign that the prohibition on cycling down that street, which is part of the unwelcoming attitude to cyclists that makes a mockery of the signs at Oxford's outskirts ("A Cycling City"), is going to be reconsidered.</p>
(19) Local Resident, (Oxford)	<p>Support - We very much need more bike racks in Oxford, anywhere is good but especially places that are well lit at night and have lots of people going past, so bikes are less likely to be stolen, and as a female cyclist you do not feel vulnerable going to unlock your bike to go home in the evening.</p> <p>However, PLEASE MAKE THE RACKS FURTHER APART. Putting them too close together is false economy. It means only 1 bike not 2 can be parked. Any bike with a front basket doesn't fit in. My bike got badly scratched by another bike too close. Several times I have had to get passersby help me to get my bike out, after someone else has parked after me, and my bike is now jammed in and I can't get it out.</p>
(20) Local Resident, (Oxford)	<p>Support - No comments</p>
(21) Local Resident, (Oxford)	<p>Support - significant additional cycle parking should be considered in place of the existing car parking in Broad Street.</p>
(22) Local Resident, (Oxford)	<p>Support - No comments</p>
(23) Local Resident, (Oxford)	<p>Support - No comments</p>
(24) Local Resident, (Oxford)	<p>Support - Why on earth are you doing consultations on cycle racks? You are losing precious time to implement an obvious policy. Please install nice ones, embedded in the ground, not the one s crewed on the concrete. Do ETRA and if you have reasonable complains you can review it later ...</p>

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(25) Local Resident, (Oxford)	Support - Any and all moves towards supporting the emission-free transition in the city centre are paramount, and this is the best time to be doing it. This will encourage a healthier, socially distanced mode of transportation.
(26) Local Resident, (Oxford)	Support - No comments
(27) Local Resident, (Oxford)	Support - Great Idea, I'm always struggling to find somewhere to lock my bike
(28) Local Resident, (Oxford)	<p>Support - Provision of additional cycle parking in Oxford City Centre is greatly to be welcomed. However, the proposed additional bike racks are nowhere near sufficient to the pent up demand and will certainly not accommodate any additional demand which may be caused by the emergency measure to encourage more walking and cycling.</p> <p>New Road – please consider two storey bike parking here. As the racks are next to a high stone wall the full height of the wall could be utilised.</p> <p>Queen Street – the extra stands are very welcome but this is an area of high demand. Given the availability of a long stretch of wide pavement here there should be room for more bike stands, for example in front of Marks and Spencer's.</p> <p>Turl Street. A mere two bike racks is not adequate to the demand in this area. If parked cars were removed from the Southern, trafficked end of Turl Street there would be room for far more bike racks.</p> <p>Speedwell Street. The existing bike racks are against a plain brick wall. There is sufficient height to allow for double decker cycle parking here.</p> <p>Wellington Square – far more bike stands are needed here. There are multiple opportunities for bike parking on three of the four corners of Wellington place, including a missed opportunity to put double decker bike parking against a wall. Please do consider how you can scale up this provision and be more ambitious.</p>

(29) Local Resident, (Oxford)	Support - No comments
(30) Local Resident, (Oxford)	Support - No comments
(31) Local Resident, (Oxford)	<p>Support - Any stands positioned close to colleges are unlikely to be effective in the long term. They will fill up with cycles of students, who for various reasons do not wish to use college provided parking. Don't believe me? Check the following stands at ~6 am (no shoppers around) outside: St Peter's/New Inn Hall St, Trinity/Broad St, St Edmund Hall/Queen's Lane. Exeter and Lincoln/Brasenose Lane. The only time I am able to use any of these is in the vacations.</p> <p>So only the Queen St and Speedwell St new parkings will avoid this fate.</p>
(32) Local Resident, (Oxford)	Support - Please also make provision for Cargo bike parking which require greater space to park to ensure that they are not blocking the pavements or protruding onto the road.
(33) Local Resident, (Oxford)	<p>Support - I strongly support the expansion of cycling infrastructure in Oxford including parking and dedicated car free cycle paths because cycling benefits a huge number of people and society as a whole:</p> <ul style="list-style-type: none"> - Cycling is cheaper for people than driving and public transport. You don't need to buy a car or fuel or tickets. - Cycling is cheaper for the council than driving. A bike needs much less road space and parking space compared to a car and also causes less damage to the road leading to a double whammy saving on highways. - Cycling is inclusive for everyone: You don't need the money to buy a car. You don't need a driving licence. You don't need to be over 17 years old. You don't need to be young and fit. - Safe cycling keeps people healthy and helps to prevent chronic long term diseases which form a burden on the NHS and society as a whole. - Cycling is zero emission and helps to clean the air of toxic pollutants from motorised vehicles thus further benefiting the health of everyone in society. - Cycling is a low risk proven solution in urban areas for solving transport challenges as demonstrated by countries such as Denmark and The Netherlands

CMDE5

(34) Local Resident, (Oxford)	Support - No comments
(35) Local Resident, (Oxford)	Support - My concern is not with adding new bike racks, which I am 100% in favour of. My concern is with abandoned bikes that clog up the racks. Is there a way to create some kind of free or low-cost bike licence scheme or other type of programme so that any bike not adhering to it could be removed from the racks? I know this is something new that would require additional costs and resources to implement, but with the Government's new focus on moving more commuters to bikes (amongst other sustainable options), this would be the right time to implement it.
(36) Local Resident, (Oxford)	Support - We desperately need more cycle parking. Although I support all of these, I'd also like to see more in Broad Street and High Street.
(37) Local Resident, (Oxford)	Support - The cycle access from the West/Botley Road MUST be made safer and more convenient as a matter of top priority!
(38) Local Resident, (Oxford)	Support - Yay more cycle parking!
(39) Local Resident, (Oxford)	Support - No comments
(40) Local Resident, (Oxford)	Support - Bikes need secure parking as bike theft is very common and dissuaded us as a family from cycling into oxford
(41) Local Resident, (Oxford)	Support - Please make sure thqt the spaces between the fails are wide enough to fit cargo bikes and bikes with trailers, in! More and more people are using these instead of cars to transport shopping, children and equipment, so please support and encourage those who are trying their hardest to help the city by leaving their cars at home.

CMDE5

<p>(42) Local Resident, (Oxford)</p>	<p>Support - This is all good - but the numbers of racks is too few by a long way. Please ensure that cycle parking is in public view - down back streets is unpopular as it makes cycle theft much easier.</p> <p>I'm very happy with the document which regulates to allowing future cycle parking in many streets - an essential prerequisite.</p>
<p>(43) Resident, (Woodstock)</p>	<p>Support - Can i also suggest Broad Street for extra cycle parking. My wife and I cycle into Oxford from Woodstock to do our shopping and often have to lean our bikes against a wall and lock them together because all the bike racks are full. I would also suggest a system of monitoring, as they do in the Netherlands and elsewhere, so that abandoned bikes do not take up valuable parking spaces.</p>
<p>(44) Resident, (Shipton- on-Cherwell)</p>	<p>Support - With the expected rise in cycling post lockdown and the fact that I have previously always struggled to park my bike during the day in Oxford, I fully support these proposals, but wonder if they go far enough?</p>
<p>(45) Resident, (Kidlington)</p>	<p>Support - Very much needed. I commute by bicycle to Oxford for work, shopping and leisure. there is a lack of high quality, safe, bicycle parking.</p>
<p>(46) Resident, (Abingdon)</p>	<p>Support - Bike Parking always good. More please!</p>

CONSULTATION - Various City Centre Roads (Oxford) Proposed Pedal Cycle Parking

Reference: 'Proposals to provide additional, convenient and secure cycle parking facilities at various locations within the City centre. The proposals are being put forward in line with the 'Oxford Transport Strategy' to help encourage more cycling to and from the city centre, and to also better facilitate the growing number of pedal cyclists. Specifically, the proposals apply to the following locations within the City:

- a) New Road,
- b) Queen Street,
- c) Ship Street,
- d) Speedwell Street,
- e) Turl Street, and
- f) Wellington Square.

Cyclox response: we welcome the proposal to increase the number of places for locking a bike. However, we are most concerned, to the point of objection, with numerous design details and locations.

With the exception of the Queen St locations the others are mostly at locations that are too far from the existing demand to make a worthwhile difference.

- None is covered.
- The echelon layout does not provide convenient or adequate spacing for bikes, let alone the 'Cycle Design Vehicle' described in DMRB. (Illustrated at the end of the letter).
- There's no provision marked for 10% to have enough spacing between stands, or adjacent clear space, to accommodate non-standard cycles.
- Cycle parking should not displace pavement space for pedestrians.
- These plans appear to be pre-Covid-19, a far greater number of safe spaces will be needed post-COVID-19.

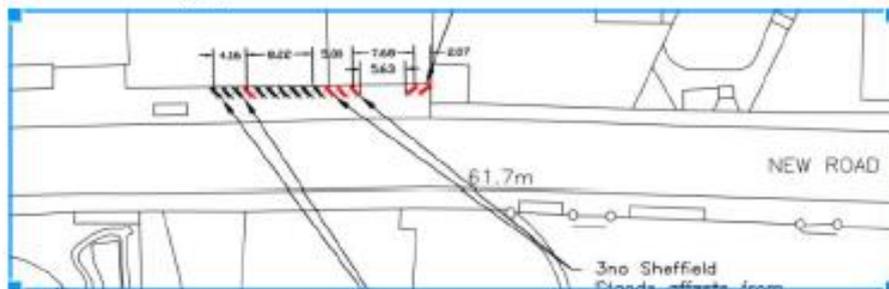
Suggestions for cycle parking:

- two-tier racks where not visually intrusive.
- Use the space left by vacant shops –
- proper cycle Hub. Boswells and/or George St near Cornmarket junction.
- Existing places where bikes are fly-parked.
- Gloucester Green.
- The yard at the end of Shoe Lane.
- St Ebbe's outside the Royal Blenheim.
- Ship St.
- Brasenose Lane.
- Centre of Broad Street, to replace the existing carpark spaces.

There are many unused opportunities. Retail is on its knees and needs them.

Cyclox is concerned about the demand from e-scooters users. Will they start competing for cycle-parking spaces?

(a) New Road – extend/increase the existing cycle parking on the northeast side outside of Nuffield College,



Cyclox objects to the detailed location and design.

The proposed provision neither extends nor increases the provision.

These are the stands in Streetview (up to 2019):



The 'Oxford City Centre Cycle Parking Audit, 2018', offers this description:

- 17 x round topped black Sheffield stands on frontage of Nuffield College installed perpendicular to the building wall.
- Correctly installed and spaced.

In this context it is of concern that the PTB Spreadsheet recommendation is to "Replace current arrangement with row of 15 x stainless steel Sheffield stands at a 45-degree angle to wall". Cyclox sees no merit in replacing an adequate arrangement with a stainless-steel and inadequate arrangement.

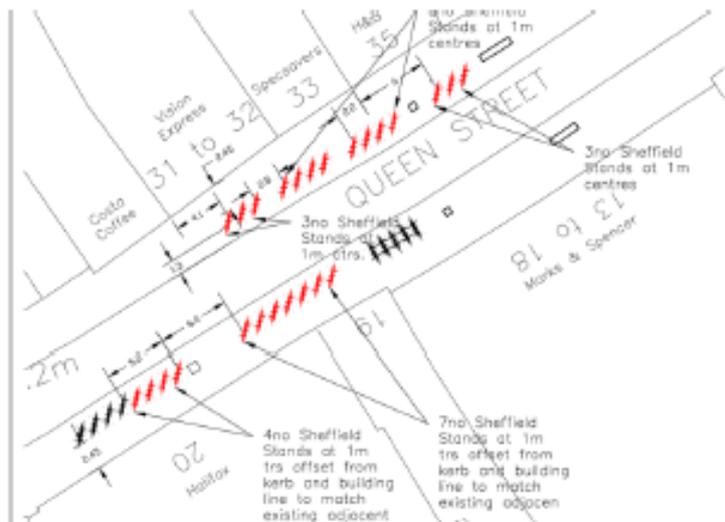
- **Cyclox objects to loss of the convenient right-angled positioning for the cycle-parking spaces,**
 - What is the reason that this has been changed to echelon stands?
 - There is an ample 'forecourt' and off-the-footway space.
- Echelon is likely to lessen the usability of better-spaced stands at right angles.
 - Four stands in 4.16m is likely to give a 1.07 spacing at right angles.
 - This is inadequate and should be 1.20m at a minimum.
- And why only 15 stands to replace the 17 in the StreetView photo?
- What is the reason for the 5.63m gap? There is no doorway here, for practicality but there is a degree of symmetry in the arrangement.

- The easternmost stand in the proposal is mounted too close into the corner so it is limited in its utility.

(b) Queen Street: – introduce 7 new sections of additional cycle parking on: a) the north side outside Nos.31-35, and b) south side outside of Nos.13-20,

Cyclox objects to the detailed location and design.

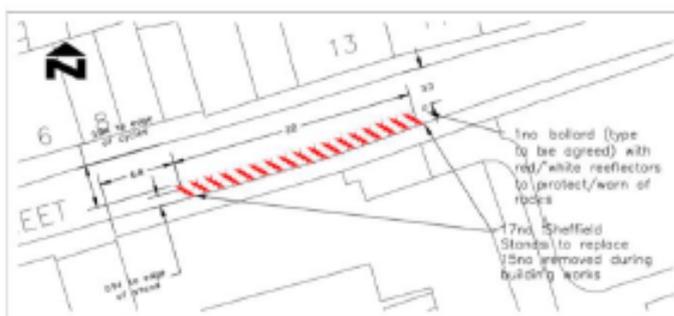
1. The locations take from footway space.
 - a. There is no kerb in this level-surface street.
 - b. The black-strip marked carriageway is some 5.00 metres wide. 2.75m is adequate for one-way, slow-moving bus traffic.
 - c. Stands should be located closer to the ‘carriageway’ or astride it.
2. The design of proposed stands at 1.00m centres, in echelon formation, means that inadequate spacing exists between the stands.
 - a. This arrangement is a ‘false-saving’ and needs to be redesigned at or near to right angles with a 1.2m spacing.



The cycle parking should go up to or across the dark stone and not to treat that line as a kerb. There is an issue regarding the number of spaces to put into any block of bike-parking.

(c) Ship Street. – amend the existing & introduce additional cycle parking located to the west of Turl Street,

Cyclox objects to the design.



- 1) Cyclox objects to the use of an echelon formation here
 - a) The outcome, particularly at the reduced spacing will be less convenient bike parking.

2) Cyclox proposes that the recommendations in the 2018 document are adhered to. In particular Cyclox notes that the 'Oxford City Centre Cycle Parking Audit, 2018', offers this description:

- 15 x stainless steel Sheffield stands installed perpendicular to the kerb on the southern side of the road, to the left of the entrance to Jesus College.
- Correctly installed and spaced.

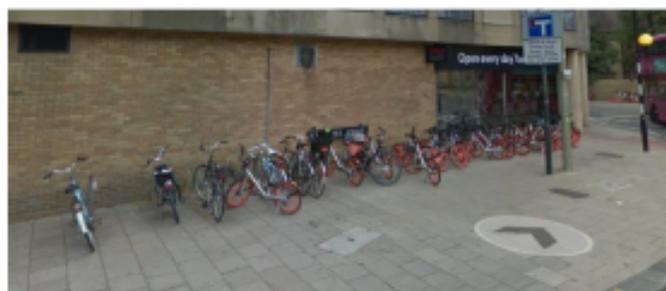
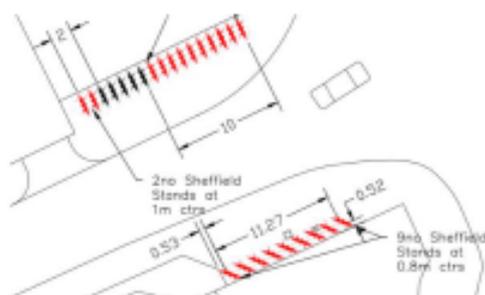
And makes the recommendation to

- Extend row to east and install 10 x Sheffield stands perpendicular to kerb as indicated below.

3) Cyclox proposes that the additional 10 stands in the earlier proposals are provided here.

(d) Speedwell Street – extend the existing cycle parking on the north side, and introduce additional cycle parking on the south side, at the junction with St Aldates

Cyclox objects to the design layout.



- 1) Cyclox objects to the use of an echelon formation at the south side of Speedwell St.
 - a. Cyclox objects to the reduction from 12 to 9 stands.
 - b. Cyclox proposes an increase as in the 'Oxford City Centre Cycle Parking Audit, 2018', which proposes: "Install 12 x Sheffield stands, perpendicular to the wall, as indicated ...".
 - c. The proposal to locate these stands at 0.8m centres means that an unusable dimension will be available between the stands,
 - d. we propose 1.2m spacing.
- 2) Cyclox is concerned at the spacing on the north side of Speedwell St, at 1.0m. We propose 1.2m for convenience.
- 3) Cyclox proposes double-level storage and shelter in both these locations.
- 4) Northside, adjacent to Tescos, on Streetview this 'space' is filled with Hire Bikes –
 - a. Cyclox suggests that Hire Bike spaces should be provided.

(e) Turl St additional spaces

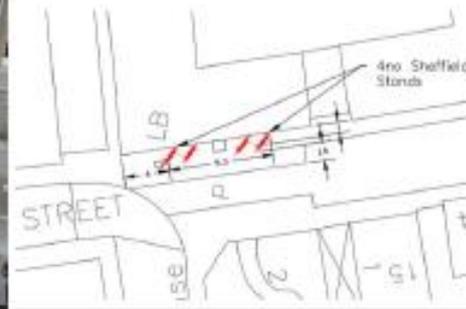
The current usage is to lean bikes against the wall, this is a preferred means for many people who cycle and the biggest improvement would be a bar, or hoops mounted on the wall or adjacent to it (or Copenhagen 'pull-up' locking points), and this is good for non-standard bicycles. There is one on Streetview for 2016, a four-seater:



Few of the proposed spaces would accommodate such a bike.

Cyclox objects to the design layout.

1. The four proposed for Turl St, near the Brasenose Lane corner, will be in the pedestrian walkway and thus they are poorly located.



2. Cyclox objects to the use of an echelon formation here
3. The outcome, particularly at the reduced spacing will be less convenient or even unusable bike parking.
- 4) Cyclox proposes that the cycle parking is located on the 'apron', associated with the rising bollard, enabling a continuous path for pedestrian traffic adjacent to the College wall.

'f) Wellington Square – extend the existing cycle parking on the east side near to the Oxford University Admissions building.

Cyclox comments that the additional stands seem to be well placed.

Cyclox notes that

Few if any of the proposed cycle parking spaces can accommodate the 'Cycle Design Vehicle' as described in DMRB, CD195 Revision 1:

E/2. Cycle design vehicle

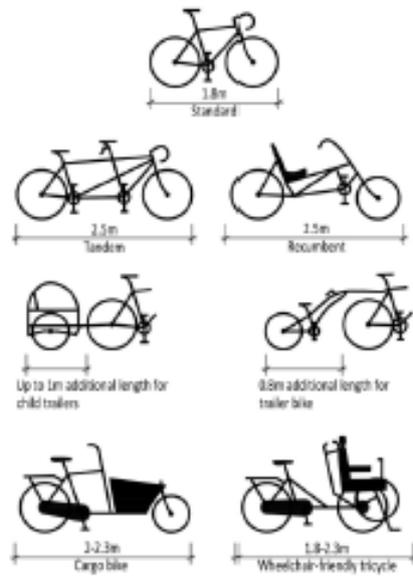
E/2.1 The dimensions of the cycle design vehicle shall be 2.8 metres long and 1.2 metres wide.

NOTE 1 The cycle design vehicle has been created to cater for a wide range of users.

NOTE 2 The length of 2.8 metres is made up of a bicycle of 1.8 metres plus a child trailer of up to 1.0 metres in length.

NOTE 3 Figure E/2.1N3 provides examples of different categories of cycle.

Figure E/2.1N3 Categories of cycle



OBO CycloX

21 June 2020