

Danny Yee – Woodstock Rd ETRO

The bus lane reversal seems to have worked as predicted. It is hard to tell from the county monitoring data, but one assumes the overall effect on bus services is positive, given the support from Oxford Bus Company. It would have been good if OBC and Stagecoach (which didn't respond to the consultation) had provided more information about this to supplement the county data.

The cycling provision on Woodstock Rd remains terrible.

Cyclox objected to this scheme because it added 200 metres more of execrable 1990s-style "shared path", southbound from the Wolvercote roundabout to Blandford Avenue. That path is still laid out exactly as it was before this scheme - as a footway - with the addition of signs authorising cycling and no more. No improvements were made to that path to make it suitable for cycling, nor has any attempt been made to make the crossings of Blandford Ave and Davenant Rd safe.

If the county is at all serious about its support for cycling, let alone the LTCP cycling trip target, we have to stop putting in third-rate cycling infrastructure like this.

There is not a single main road in Oxford that has fully adequate cycling infrastructure, apart from the Marston Ferry Rd cycle track - and even that hasn't been resurfaced in fifty years - but the Woodstock Rd remains among the worst.

It has a completely incoherent mix of too narrow cycle lanes, bus lanes, on-footway "cycle tracks" or shared paths full of obstructions and with no continuity across side streets, and sections with no cycling provision at all. It is a standout illustration of the woes of "dual provision", where people cycling are offered two bad options instead of one good one.

Given the poor quality of the cycling infrastructure along Woodstock Rd, with many people cycling mixed with motor traffic, and the large amount of both pedestrian and cycle "exchange" across Woodstock Rd, we feel it should be made 20mph as a matter of urgency.

We then need 1) measures to reduce car traffic - the traffic filters, the ZEZ and the WPL, but also direct measures to reduce car parking in the city centre and Summertown - to a point where we can 2) reallocate the bus lanes and use that space to 3) put in continuous cycle lanes (with separation where possible) the length of Woodstock Rd. And then, if we can ever find the money, we need 4) a full corridor rebuild with proper cycle tracks, along the lines of the 2021 plans. But speed limit reductions can and should be brought in now.