

Oxford Cycle City Plan 2012-16

Introduction

Oxford is acknowledged as one of few true 'Cycling Cities' in the United Kingdom. In 2001, 15% of journeys made to work were by cycle. This compares with less than 3% for the rest of the England and Wales.¹ Monitoring of trips into the City centre by cycle has shown a consistently high proportion of journeys made by bicycle into the City centre.²

However there are still many barriers to cycling in Oxford, from the sometimes limited availability of secure cycle parking, to the poor cycling environment experienced where cyclists have to use heavily-trafficked roads. Oxford City Council has therefore initiated the Oxford Cycle City initiative, which will begin to realise the City Council's vision for Oxford to be one of the truly great cycling cities of Europe.

The strategic vision for Oxford Cycle City is:

- I. To create an environment and culture that encourages cycling at all levels in Oxford, and which in particular encourages new cyclists. This will be achieved through effective promotion of cycling, and by completing a fully joined-up dual cycle network that is attractive to use and provides safety, convenience and directness.
- II. For the total proportion of journeys to work made by cycle as the main mode of travel to be over 20% by the time of the 2021 Census.

The objectives of the Oxford Cycle City Plan are:

- i. To identify a package of cycle improvement and promotional measures, and
- ii. To identify the means of delivering some of these measures over a 4 year period, with early wins and longer-term goals.

To achieve the long-term strategic vision, significant resources will be required which greatly exceed those available in the foreseeable future. This plan sets out a number of key interventions that the City Council believes will, within existing financial constraints, help us to make genuine progress towards these objectives. Some of these could be achieved relatively easily, and within a short timeframe, whilst others could be achieved in the longer term, dependent on funding becoming available.

Funding

In February 2012, Oxford City Council agreed their budget and corporate plan. The Council has allocated a total of £300,000 in capital funds towards furthering the aims of Oxford Cycle City, to be spent over a four year period. This is supported by £10,000 revenue budget per annum. The allocation is as follows:

¹ 2001 Census (www.statistics.gov.uk)

² Oxfordshire County Council monitoring data (www.oxfordshire.gov.uk)

Table 1 Money allocated to Oxford Cycle City in the Council Budget

Year	2012-13	2013-14	2014-15	2015-16
Capital	£100,000	£100,000	£50,000	£50,000
Revenue	£10,000	£10,000	£10,000	£10,000

In addition, approximately £500,000 of funding has been identified which has been generated from development in Oxford ('Section 106' money). This money is held by Oxfordshire County Council, and may be used for other transport-related schemes that are not specific to cycling. The locations in which the money to be spent is also limited to relate to the development which generated the funds.

Capital funding

The capital funding potentially available includes the capital allocations shown in Table 1, and potentially Section 106 money. Tables 2 and 3 below suggest ways of spending this money to achieve the objectives of this Plan.

Revenue funding

There is also an allocation of £10,000 per year revenue funding. This is not available for spending on implementing specific schemes, but can be used on promotional measures and on detailed scheme design.

The way in which the revenue budget is used depends on further decisions being made on what existing internal resources there are across partner organisations to further the objectives of Oxford Cycle City, and how these resources can be best supported. One option would be to use this money to employ a part-time Oxford Cycle City Officer to coordinate and support the various elements of Oxford Cycle City.

Improving the cycle network

Most people who cycle in Oxford recognise that, whilst there are good routes available, many of these have 'pinch points'.

Main roads are popular with cyclists as they are fast and direct, and bus or cycle lanes are available on certain sections that provide separation from most motor traffic. But busy junctions, car parking, loading areas and narrow sections with no cycle lanes can all deter cyclists from using these routes.

Quieter routes away from busy main roads are also popular, and may be particularly attractive to less confident cyclists or those with children. But these routes are sometimes hard to find for people who do not already know them, and often still involve having to merge with busy main road traffic at certain points. Others can be tortuous and inconvenient due to one-way streets, and frequent 'Give Way' signs (for example where traffic routes are given priority).

Longer term, the City Council wishes to see a comprehensive 'dual network' of cycle routes. The main network would see cyclists able to use all main roads with continuous and consistent passage, and given clear priority over motor traffic at all pinch points and road junctions. The quiet network would provide unbroken lightly-trafficked or traffic-free cycle routes linking different neighbourhoods to key services – and in particular local schools – and each other.

The City and County Councils, working with local stakeholders, have identified a number of improvements to the network that we believe will make a real difference for people wanting to cycle but are put off – as well as helping those who already cycle. A full list of these is shown in Appendix A. Improvements that are considered strategically most important, i.e. likely to make the greatest difference, are highlighted. The list also indicates the timescale within which each measure might reasonably be delivered.

Priority Schemes

Given the funding towards cycle network improvements is limited, it is necessary to agree which specific schemes should take priority. These are thought to be most likely to have an immediate impact on the number of trips made by bike. This is not to say that other schemes on the list are not important, in fact some of the priority schemes may take longer to complete due to the planning and expense involved.

It is expected that 'quick win' schemes would be implemented within the 2012-13 financial year (Year 1). Medium-term schemes could be delivered between 2013 and 2016 (Years 2, 3, and 4). The list of priority schemes should be reviewed on at least an annual basis to ensure there is a clear programme available for each financial year.

Stakeholders have broadly agreed that available funds should be focused on the following priority schemes. It is important to note that the allocation of money suggested is based on broad cost estimates, and is only a general indication of the likely scale of money that would need to be spent on implementing (or part implementing) each scheme.

Table 2 Quick-win schemes (Year 1)

Scheme	Description	Suggested allocation	Means of delivery
Repaint cycle lanes and markings	Consult stakeholders and local communities on where cycle lanes, junction priority markings and ancillary works need improving. This could include targeted improvements not possible under County Council budgets.	£32,000	City Council Direct Services
Selective removal of obstructive barriers	Consult stakeholders and local communities on where poorly-designed cycle calming barriers should be removed or modified.	£20,000	City Council Direct Services
Targeted signage and route branding	The following routes provide attractive links but require better visibility through signage and branding (routes are indicative): i. <u>East Oxford route</u> : Rymers Lane → Ridgefield Road → Cowley Road → City centre (<i>with link from Blackbird</i>	£5,000	City Council Direct Services (working with

	<i>Leys via Ring Road cycle track);</i> ii. <u>Headington route</u> : Thornhill Park & Ride → Barton → Old Headington → John Radcliffe Hospital → Jack Straw's Lane → Marston Road → University Parks → City centre iii. <u>Iffley route</u> : Littlemore → Rose Hill → Iffley → Meadow Lane → Iffley Road → City centre (<i>with alternative route Iffley → Iffley Lock → Thames Towpath → City centre</i>)	£10,000 £10,000	County Council Highways)
Interim improvements at Botley Road rail bridge	Improve the safety and usability of the road under the rail bridge by Oxford Station, by creating more space and visibility for cyclists east-bound, on the approach to and under the bridge, and on the approach to Frideswide Square junction.	£15,000	County Council Highways
Canal towpath improvements	Support Sustrans / British Waterways scheme to improve the Oxford Canal towpath between Walton Well Road and Elizabeth Jennings Way. (Bulk of funding secured through DfT Community Linking Places fund.)	£20,000 (S106)*	British Waterways
Outbound cycle lane, Marston Road	Create an outbound cycle lane from Cherwell Street to Harberton Mead	tbc (S106 or County Council funding)	County Council Highways
Abandoned cycle clearance	Review current arrangements for clearing abandoned bikes from areas suffering cycle parking congestion, in particular the City centre.	n/a (improve existing operations)	Oxford City Council Direct Services
Foliage clearance	Local stakeholders to identify overgrown cycle paths that would benefit from foliage clearance	n/a (improve existing operations)	City Council Direct Services and landowners

*Depends on formal funding approval from Oxfordshire County Council

Table 3 Medium term schemes (Years 2, 3, & 4)

Scheme	Description	Suggested allocation (Cycle City)	Suggested allocation (S106)	Means of delivery
Increase cycle parking	City and County Councils to work together to identify further opportunities for implementing increased cycle parking in the City centre, and improve cycle parking and signage at Park and Ride sites	£15,000	£60,000 (for P+R)	Oxford City Council Direct Services
Scheme design for new Thames crossing at Jackdaw Lane	Initial feasibility report for new cycle and pedestrian bridge to provide an alternative quiet route between East Oxford and the City centre via the Thames Path (avoiding The Plain), and providing a direct link between East Oxford and Grandpont. Longer term	(up to) £10,000	None currently available	Consultancy project or City Council Corporate Assets

	funding would need to be found from other sources to enable detailed design work and implementation. ³			
Scheme design for new Thames crossing at Oxpens	Initial feasibility report for new pedestrian and cycle bridge as alternative quiet route between West Oxford and Oxford City Centre West End, linking the Thames Towpath at Osney Mead to the Oxpens development site. Longer term funding would need to be found from other sources to enable detailed design work and implementation. ³	(up to) £10,000	£3,330 + potential West End Stream-line Cont ⁿ	Consultancy project or City Council Corporate Assets
Cowley centre improvements	Coordinated improvements to improve safety for cyclists: i. Junction improvement at Beachamp Lane, Church Cowley Road and Rymers Lane intersection (e.g. Toucan crossing) ii. Junction and cycle lane improvements on Barns Road, Between Towns Road and at Crowell Road traffic lights iii. Between Towns Road, Oxford Road, Hollow Way double intersection cycle priority measures	nil	£100,000	Stage 1 (design): Consultancy project or City Council Corporate Assets Stage 2 (implement) Oxfordshire Highways
Littlemore to City Centre route signage & branding	Littlemore (Cowley Road) → Littlemore Road → Beauchamp Lane → Rymers Lane: improve signage to provide a clearly visible and branded route as extension of East Oxford route	£5,000		
Improve access to and through the Churchill Hospital area	Work with stakeholders to determine what will achieve most. May be used to part-fund route across Warneford Meadows that respects the Town Green status, or alternatively provide other links to and through the Churchill, Park and Warneford Hospitals and Old Road Campus.	£82,000	£9,500 (further funding opportunity to be sought from hospital trusts e.g. to support future develop ³)	Stage 1 (design): Consultancy project or City Council Corporate Assets Stage 2 (implement) Direct Services & Hospitals
Inbound cycle lane, Abingdon Road	Pedestrian refuge realignment and paint cycle lanes. Consult on removing or restricting main carriageway parking.	£20,000	None currently available	Oxfordshire Highways
East Oxford to Thames Towpath via Donnington Bridge	Highway improvements to provide a convenient, navigable route from East Oxford to the Thames Towpath route and South Oxford: i. Improve cycle lanes / priority on Donnington	£25,000	£10,000	Stage 1 (design): Consultancy project or City Council

³ A feasibility study for the two bridge schemes will provide a basis for the City and County Councils to bid for external funding when such opportunities arise.

	Bridge Road ii. Upgrade crossing and its approaches between Fairacres Road and Howard Street to provide option of continuous off-carriageway route iii. Change traffic regulation to allow 2-way cycling in Howard Street			Corporate Assets Stage 2 (implement) City Council Direct Services Oxfordshire Highways
Headington Hill off-road cycle lane	Create an off-road alternative to cycling on the road up/down Headington Hill.	£3,000	£27,000	City Council Direct Services
Oxford City centre cycle hub	Provide a secure alternative to on-street cycle parking in the City centre, with supporting facilities. A cycle hub is a bespoke indoor cycle park that also incorporates locker and changing facilities, and potentially a bicycle repair shop.	nil	Westgate develop ^t	Westgate developers working with City and County Councils
Reserve funding	Capital funds to be available to improve other future proposals	£30,000	-	n/a

Table 4 Long-term schemes

Scheme	Description	Approx. cost
New Thames crossing at Jackdaw Lane	Implement cycle and pedestrian bridge to provide an alternative quiet route between East Oxford and the City centre via the Thames Path (avoiding The Plain), and providing a direct link between East Oxford and Grandpont. Longer term funding would be required to implement.	£2,100,000
New Thames crossing at Oxpens	Implement pedestrian and cycle bridge as alternative quiet route between West Oxford and Oxford City Centre West End, linking the Thames Towpath at Osney Mead to the Oxpens development site. Longer term funding would be required to implement.	£2,100,000
New links from Science Park to Blackbird Leys and Littlemore	Construct new link from Falcon Road or Knights Road to and through the Science Park, and improve Cowley Branch Line foot rail crossing for cycle access.	£70,000
Improve lighting along Ring Road Cycle Track	Identify unlit sections of Ring Road cycle track that would most benefit from lighting, and work implement a scheme (City to work jointly with County Council)	To be determined

Headington Local Sustainable Transport Fund

In 2011, Oxfordshire County Council successfully bid for £5 million of grant funding from the Local Sustainable Transport Fund (LSTF) to expand Thornhill Park and Ride, and improve links from the park and ride site to locations in Headington. A further £2.8 million of funding has also been identified from other sources to support the project.

The package of improvements will include a pilot cycle hire scheme for the Headington area, to encourage more people to travel between the park and ride, major Headington employment sites, and central Headington, by bike. The pilot is due to begin in Spring/Summer 2013.

To support the pilot, the County Council is also using some of the money to improve cycle routes around Headington. Improvements to both main road corridors and quieter routes are being considered, including, potentially, bespoke route branding to aid promotion and navigation. Opportunities for improving the following routes are currently being investigated:

- Thornhill Park and Ride to and under Green Road Roundabout;
- Green Road roundabout to John Radcliffe Hospital via Barton Lane;
- John Radcliffe Hospital to Marston Road via Jack Straw's Lane.

At the time of writing this plan, further details were not available. The County and City Councils will continue to work together with stakeholders to provide appropriate improvements in Headington, and to ensure they are integrated with Oxford Cycle City.

Link to National Cycle Campaign

The City Council has committed to work towards recommendations set out in the Times Newspaper 'Cycling Manifesto'. The eight-point manifesto is reproduced in Appendix C, and is exclusively focused on improving 'life and limb' safety for cyclists in cities and urban areas.

In parallel with Oxford Cycle City, the City Council is seeking to implement as many elements of the Times Manifesto as is realistically achievable. These improvements will complement the Oxford Cycle City programme.

Barton Area Action Plan

The City Council has produced the Barton Area Action Plan (BAAP) to guide planned major development of land at Barton. The BAAP is currently undergoing independent examination, and is likely to be adopted in December 2012. An important theme included in the BAAP is the integration of the new development with the rest of Oxford, including the improvement of cycle access to and around the site. It is expected that off-site improvements that are needed for the new development will be funded by the developers through planning obligations.

Key cycle improvements proposed in the BAAP are:

- New crossing facilities for cyclists as part of a larger junction on the A40 connecting the new development with Northway estate;
- A further new crossing connecting the new development to the Ring Road cycle track, Old Headington and the John Radcliffe Hospital, via Stoke Place;
- Enhancement of the existing crossing (currently via a subway) between the existing Barton estate and Headington;
- The new development to be designed with a cycle-friendly layout, with connections to the new routes described above, allowing safe and convenient journeys by bike through Barton and the surrounding areas.

Opportunities for further cycle network development

The Community Infrastructure Levy (CIL) is a local levy on development, which seeks to provide money to address the pressures on community infrastructure that arises from new development. The City Council expect to adopt a CIL tariff in 2013, from which point most types of new development will provide a CIL contribution. It is anticipated that a proportion of the money raised from CIL may be allocated for improving the local cycle network.

The County Council have produced a map giving an overview of strategic cycle routes to be developed, that they consider would best meet the aims of both the Oxford Core Strategy and the Oxford Area Strategy of the Local Transport Plan. This is attached as Appendix B. The main elements of the strategy are listed in Table 5 below.

Table 5 Oxfordshire County Council 'CIL Routes' summary

Scheme Name	Scheme Description (summary)
Redbridge to Churchill Hospital	Improvements around Donnington Bridge, upgrade footpath between Iffley Road and Marsh Road, new links across Cowley Marsh Park and Southfield Golf Course and improvements on Churchill Hospital site.
Rose Hill to Summertown	Creation of a continuous high quality route following the 'Eastern Arc' along the B4495 corridor. Upgrade Henley Avenue to Ellesmere Road bridleway, improvements to B4495 including major improvements through Cowley centre, and improvements to Hollow Way, The Slade, Windmill Road, Headington centre, Headley Way/Cherwell Drive and Marston Ferry Road.
Inner East Oxford to Churchill Hospital	Improvements to Bartlemas Close, and new links across Warneford Meadows from Hill Top Road to the Churchill Hospital and to the Little Oxford area.
Blackbird Leys and Oxford Science Park to Donnington Bridge Road	New cycle track linking Greater Leys to the Science Park via Kassam Stadium site. Improvements through Minchery Farm including Cowley Branch Line crossing, through Littlemore and Rose Hill, widening of Iffley Lock footpaths and bridges from Iffley Village to towpath.
Thornhill Park & Ride to St Clements	Improve A40 cycle track east of Ring Road from Thornhill, improvements through Headington Quarry, Windmill Road (Gaythorn Road to Old Road), Old Road and Morrell Avenue. Complementary improvements to Cheney Lane. New crossings to complement these.
Thornhill Park & Ride to South Parks Road	Improvements from Ring Road cycle track at Old Headington leading to improved routes around and through John Radcliffe Hospital, continuing down Jack Straw's Lane, Marston Road and linking to University Parks route. Complementary improvements to Stoke Place and Cuckoo Lane. Various new crossings to complement these.

Some priority schemes set out in this Plan seek to implement key parts of these routes, or complement them by providing additional links or improvements. The County proposed routes are expected to be developed over the longer term, as CIL funds become available.

Promoting cycling

Oxford City Council believes that to achieve the objective of getting more people cycling, more needs to be done than just improving cycle routes. There is already work being done to encourage more people to make regular trips by bike, however with the right targeted support, more could be achieved.

The City Council, together with stakeholders, has come up with a package of measures that it believes will encourage more people to cycle. These are listed in Table 6. The list is not exhaustive, and can be updated to reflect the work done by different organisations. Implementation will depend on funding being found. The Oxford Cycle City revenue funding may be used to support this.

Table 6 Promotional measures package

Measure	What is happening and what more needs to be done	Lead organisation and scale of funding required (where known)	Suggested timescale
The Oxford Cycle Challenge and workplace champions	<p>The Challenge involves a number of businesses and organisations who compete to see who can log the greatest number, and length, of journeys. It has previously taken place in the summers of 2010 and 2011. There is an aspiration to again run the challenge as an ongoing initiative, although funding constraints mean this is likely to be scaled down compared with previous years. Part of this process is the encouragement of workplace cycling champions.</p> <p>Oxford Cycle City could provide funding, together with other partners, towards the cost of running the Oxford Cycle Challenge.</p>	GO Active, Oxfordshire Sports Partnership	Sep 2012
School cycle skills training	<p>Some schools work with partners to provide skills training for young cyclists.</p> <p>Partnership working to encourage and support primary & secondary schools to provide cycle training for their students to support the Oxford Cycle City Agenda.</p>	Oxfordshire County Council with appropriate partners	Sep/Oct 2012 & ongoing
Community cycle skills training	<p>Organisations such as the Cyclists' Touring Club and British Cycling offer leader training to run community adult cycling skills training. Oxford Cycle City partners will encourage uptake of this offer by actively recruiting, and working with local councillors and communities to provide effective promotion. This would complement activities that already happens in some schools.</p>	<p>British Cycling, CTC.</p> <p>Where leader training is initiated by the local authority, cost is from around £110 per volunteer leader.</p>	tbc / ongoing

	Oxford Cycle City could provide funding towards leader training of volunteers, who can pass on these skills to the community at schools and community centres.		
	Provide a bike pool to use for volunteer leader training and providing volunteer-led cycle taster sessions for beginners and non-bike owners	GO Active Per 2 bikes: c. £525 for bike purchase plus c. £120 maintenance/ servicing costs p.a. thereafter	tbc with GO Active
Encouraging academic student and staff cycling	Oxford Cycle City partners will work with Oxford University, Oxford Brookes University and, where appropriate, the language schools to establish cycling policies, provide information & set up practical training if resources permit.	Oxford Brookes University, University of Oxford	Sep/Oct 2012 & ongoing
Promotion of cycle route map	TransportParadise and Cyclox have recently produced an updated Oxford Cycle Map. Oxford Cycle City could be used as a platform to highlight the map, and potentially contribute to printing and publishing costs.	TransportParadise/Cyclox (as map 'owner') Cost of 50p per map. £500 would allow initial run of copies for stock in Visitor Centre, Leisure Centres and other community venues.	Summer 2012 and at regular intervals thereafter
Dedicated City Council web page on cycling	City Council website to include bespoke area to provide a 'one-stop shop' providing links to route planners and route maps; link to report problems such as potholes, and promote cycle training opportunities. Link to partner websites, to provide advice on safe cycling, 'troubleshooting' common problems and barriers to cycling.	Oxford City Council, working with various partners	Summer 2012
Promotion of health benefits of cycling	Oxford City Council owns four multi-purpose sports and leisure centres that are managed by Fusion Lifestyle. These centres could host publicity and promotional measures such as route maps, cycling event promotion and the general health benefits of cycling.	GO Active, Oxfordshire Sports Partnership Cyclox charge £1 per map. £1,000 would allow initial run of copies for stock in Leisure Centres plus other community venues (see above).	tbc
Mobile cycle / sustainable transport advice hub	Under the LSTF programme there is likely to be a mobile 'roadshow' style manned exhibition promoting sustainable development in the Headington area. This could be extended to other parts of Oxford with support from Oxford Cycle City.	Oxfordshire County Council Travel Choices	tbc
Promote cycle	Work with Thames Valley Police and Police	Thames Valley Police	tbc

security	Community Support Officers to promote more cycle tagging		
Attract major cycling events	<p>Oxford City Council and Oxfordshire County Council have arranged for the Halfords Cycle Tour, a televised national pro-cycling event, to come to Oxford in May 2012. It is hoped that this will set a precedent for further high-profile cycling events.</p> <p>Oxford also hosts the annual London-Oxford and Birmingham-Oxford charity cycle rides.</p> <p>Such events provide opportunity to promote cycling to the population of Oxford, as part of the Oxford Cycle City campaign.</p>	Oxford City Council, Oxfordshire County Council	As opportunities arise

Summary of plan

Oxford Cycle City is an ongoing initiative that aims to bring together a package of cycle network improvements and promotional measures to encourage more people to cycle in Oxford.

The Oxford Cycle Plan puts forward a number of potential cycle route improvements, and signposts existing and future funding opportunities. The schemes proposed as priorities, over the next four years and longer term, are listed in this plan. A more comprehensive list of improvements is attached as Appendix A. These are grouped according to how they relate to the main road network, or to quieter routes, or links

It is hoped that this plan, and future revisions to it, will form a basis for focusing resources and minds to practical means of encouraging cycling in Oxford.

Appendix A Full list of schemes

Note 1: subject to revision. All financial sums are indicative and subject to update.

Note 2: nearly all S106 sums shown may be spent on non-cycling schemes, subject to County Council

City-wide improvements							
Scheme ref	Scheme name	Scheme details	Estimated cost	Comments	Scheme type	High Strategic priority?	L/M/S term
C1	Repaint cycle lane markings where they have worn away	Could use stakeholder and ward councillor input to identify locations where cycle markings have worn away and need repainting.	Not known - depends on how much work needed.	Commission Oxfordshire Highways or City Works to make good.	Main route	Priority	S
C2	Provide contra-flow permission for cyclists in 25 one-way streets (see also scheme TCF/R12)	Requires TRO and signage	£125,000	Cyclox suggestion	General improvement		M
C3	Selective removal of obstructive barriers	Use stakeholder knowledge to identify poorly designed cycle-calming barriers for removal or modification. Improvements will need to be balanced with any local concerns about encouraging illegal moped entry etc.	Not known - depends on how much work needed	City Works could carry out work with permission of County Council	General improvement	Priority	S
C4	Improve/formalise links to Ring Road cycle track from adjacent areas	Conduct audit of poorly maintained links to Ring Road cycle track e.g. dirt tracks. Identify and carry out improvements e.g. hard surfacing.	Not known ahead of investigative work	Sustrans suggested.	General improvement		M
Littlemore and Rose Hill schemes							
Scheme ref	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	

Appendix A Full list of schemes

27

LRH/S1	Route branding / signage: Iffley route to City centre from Cowley, Littlemore, & Leys	Route from Cowley, Littlemore, & the Leys via Rose Hill and Iffley to Meadow Lane for accessing City centre, and alternative route via Iffley Lock and Thames towpath	£10,000		Branding	Priority	S
LRH/S2	Route branding / signage: Leys / Littlemore to City centre direct (southern segment) (linked to TCF/S5)	Leys route to Colwey centre and City centre via Sandy Lane West, Littlemore Road & Cowley Road, plus signage from Littlemore to Littlemore Road	£5,000		Branding	Priority	S
LRH/S3	Route branding / signage: better signage to Oxford Science Park	Locations would need to be investigated	£3,000		Branding		S
LRH/F1	Improve Sandy Lane West underpass & Littlemore Road	General improvements to be determined	£450,000		Large		M
LRH/F2	Improve quality of Rose Hill underpass for cyclists	General improvement to lighting and surfacing	£30,000	Type of surfaces available would need to be investigated.	Quiet		M
LRH/F3	Upgrade Cottesmore Road footbridge and approaches	Ensure footbridge is welcoming to and useable by cyclists.	£100,000	Perspex windbreak along one side/parapet. Minor works on approaches e.g. drop kerbs.	Quiet		M
LRH/R1	Improve access to Oxford Science Park from The Leys and Littlemore	New link from Falcon Road or Knights Road, and improved Minchery Farm rail crossing	£70,000	New link from Knight Road to Littlemore including new bridge over Northfield Brook. CIL COUNTY SCHEME	Quiet		L
		Total all	£668,000				
		Total priorities	£70,000				
Cowley and Blackbird Leys schemes							
Scheme ref	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	

Appendix A Full list of schemes

CBL/S4	Route branding / signage: better signage to Oxford Business Park	(locations to be investigated)	£3,000				S
CBL/R2	Improve direct route between the Leys and Cowley	Clearer / coloured cycle paths on Barnes Rd / Blackbird Leys Rd / Between Towns Rd and junction priority at Barnes Rd / Between Towns Rd junction	£30,000	Cyclo support improvements to Barnes Road (moving cycle lane away from parked cars, and infill gaps) and Between Towns Road.	Main	Priority	M
CBL/F4	Junction priority at Beauchamp Lane / Between Towns Road / Rymers Lane	Toucan crossing or wide central island with feeder lanes	£30,000		Quiet	Priority	M
CBL/R3	Improve Leys / Tesco / Business Park South route	Underpass from Tesco to Sandy Lane	£450,000		Large		L
CBL/R4	Improve attractiveness of Watlington Road corridor	Colour surface on-carriageway cycle lanes from Pegasus Rd to Grenoble Road Roundabout	£18,000		Main		M
CBL/R22	Improvements to Cowley Rd / Oxford Rd between Magdalen Rd and Oxford Business Park	Options and feasibility being investigated	£600,000	County Council are investigating (Victoria Butterworth)	Main		M
CBL/F14	Improve double intersection for cyclists at Between towns Rd / Oxford Rd / Hollow Way		? Cyclo suggested		Main	Priority	M
Total all			£1,131,000				
Total priorities			£60,000				
Temple Cowley and Florence Park schemes							
Scheme ref	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	
TCF/S5	Route branding / signage: Leys / Littermore to City centre direct (northern segment) (linked to LRH/S2)	Continuation of signage at Rymers Lane, Cricket Road and Ridgefield Road	£5,000		Branding	Priority	S

Appendix A Full list of schemes

TCF/R5	Quiet route between Temple Cowley and Meadow Lane	Upgrade Footpaths 320/28 and 320/29 and open new section alongside Cavell Road recreation ground	£80,000	COUNTY CIL ROUTE	Quiet		L
TCF/R10	Iffley Road improvements south of Donnington Bridge road	Reorganise parking (TRO) and incorporate cycle link from Boundary Brook to Cavell Road - 350m	£25,000	Cyclox suggestion.	Main		M
TCF/R11	Improve Church Cowley Road for cyclists	1100m of colured cycle lane surfacing both sides.	£40,000	Cyclox suggestion. COUNTY CIL ROUTE	Main		S
TCF/R12	Introduce 2-way for cyclists in Magdalen Road and Howard Street	Requires TRO and signage	£5,000	Sustrans suggestion		Priority	M
		Total all	£155,000				
		Total priorities	£8,000				
East Oxford schemes							
Scheme ref	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	
EO/F5	Thames crossing at Jackdaw Lane	Provide an alternative quiet route between East Oxford and the City centre via the Thames Path (avoiding The Plain), and providing a direct link between East Oxford and Grandpont. New bridge construction linking Aston's Eyot to the towpath at Eastwyck Farm.	£10,000	Initial feasibility work funding only (Total cost of scheme = £2,100,000)	Large	Priority	L
EO/R13a	Donnington Bridge Road improvements to cycle lanes	TRO to remove pavement parking.	£2,000	Pavement parking removal = Cyclox suggestion. Cycle lanes have already been painted.	Main	Priority	M
EO/R13b	Donnington Bridge Road crossing improvements	Iffley Rd crossing to link Addison Crescent with Howard St	£25,000		Quiet	Priority	M

Appendix A Full list of schemes

		Total all	£37,000				
		Total priorities	£12,000				
Churchill Hospital area schemes							
Scheme ref	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	
CH/A1	Improve or create routes to and through the Churchill Hospital site	Link from Churchill Drive to Coverley Rd.	£450,000	COUNTY CIL ROUTES	Quiet	Priority	M
CH/R6	Implement proposed Bartlemas Close - Roosevelt Drive link via Warneford Meadows (Churchill Hospital access)	Construct route across the Meadows that is sensitive to the Town Green status to provide links to the Churchill Hospital and Old Road Campus	£200,000	COUNTY CIL ROUTE	Large	Priority	M
CH/R14	Northbound cycle lane, The Slade	Paint cycle lanes in parallel with planned resurfacing. TRO to remove pavement parking.	£2,000	Cyclox suggestion. Resurfacing works, and cycle lanes on the rest of The Slade, are planned for summer 2012	Main		S
		Total all	£652,000				
		Total priorities	£200,000				
Nuffield Orthopaedic Hospital area schemes							
Scheme ref	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	
NOH/A2	Improve or create routes to or through the Nuffield Orthopaedic Centre	From Gardiner St to Churchill Drive	£60,000	PART COUNTY CIL ROUTES	Quiet		M
		Total all	£60,000				
		Total priorities	£0				
John Radcliffe Hospital and Marston area schemes							

Appendix A Full list of schemes

Scheme ref	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	
JRM/A3	Improve or create routes to or through the John Radcliffe Hospital	Link from Osler Rd Ivy Lane into JR.	£50,000	PART COUNTY CIL ROUTES			M
JRM/S6	Route branding / signage: Barton link with City centre via JR	Thornhill P+R - Barton - JR - Cuckoo Lane - John Garne Way 'Quiet Route' to link with Parks Route (or alternative via Jack Straw's Lane)	£10,000		Branding	Priority	S
JRM/R7	Outbound cycle lane Marston Road		£30,000	COUNTY CIL ROUTE. Cyclox support	Main	Priority	S
JRM/R15	Headley Way/Cherwell Drive cycle lanes	Mark advisory cycle lanes (both sides) between Woodlands Rd and Stanton Rd., and on Cherwell Drive. Rebuild roundabouts at JR access and Marston Rd/Marsh Lane/Cherwell Drive junction to continental geometry.	£75,000	COUNTY CIL ROUTE. Cyclox suggestion.	Main		M
JRM/F11	Marston Ferry Road cycle lanes	Cycle lanes should be added from the allotments to the approach to Banbury Road.	£2,000	Cyclox suggestion	Main		S
		Total all	£167,000				
		Total priorities	£4,000				
St Clements and The Plain schemes							
Scheme ref	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	

32

SCP/R8a	Improvements to The Plain	Improve Cowley Place junction to give cycle lane Iffley Road - Magdalen Bridge [RM]. Improve approach to roundabout from St Clements [MB]	£35,000	Cyclo support	Main	Priority	M
SCP/R8b	Improvements to St Clements Street	Greater cycle priority in St Clements & London Place	£35,000	Cyclo support and additionally suggest creation of parking and loading bays in St Clements.	Main		M
SCP/R21	Headington Hill off-road cycle lane	Create an off-road alternative to the Headington Hill cycle lane (either share with footway or route through Headington Hill Park).	£30,000	Cyclo suggestion. Future contribution from Oxford Brookes development?	Quiet	High	M
		Total all	£65,000				
		Total priorities	£65,000				
City centre schemes							
Scheme ref	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	
CC/F6	Botley Road Rail Bridge improvements	Improvements to the safety and useability of the road under the rail bridge by the station. Priority is to improve space for cyclists on the approach to, and passing under the bridge and on the approach to Frideswide Square, City centre-bound.	£15,000	Cyclo support.	Main	Priority	S

Appendix A Full list of schemes

CC/P1	Oxford City centre cycle hub	Provide a secure alternative to on-street cycle parking in the City centre, with supporting facilities. A cycle hub is a bespoke indoor cycle park that also incorporates locker and changing facilities, and potentially a bicycle repair shop.	£300,000	There may be opportunity to develop such a facility as part of the future development of the Westgate centre.	General improvement	Priority	M
CC/F7	Bridge across River Isis between Oxpens and Osney Mead	Provide an attractive quiet route between West Oxford and Oxford City Centre West End, an important missing link for the West Oxford Cycle route and alternative to Botley Road at the railway bridge. Would require the construction of a new cycle and footbridge linking the Thames Towpath at Osney Mead to the Oxpens development site.	£10,000	initial feasibility work funding only (Total cost of scheme = £2,100,000)	Large	Priority	L
CC/R16	Introduce 2-way cycling in Pembroke Street	Requires TRO and signage	£2,000		General improvement		S
CC/F12	Improve Woodstock Rd/Banbury Rd junction for cyclists	Would need to consider an appropriate redesign	£3,000	Cllr Graham Jones suggested. Could be challenging due to historic generous width of St Giles.	Main		M
CC/F13	Relax restrictions on daytime cycling in Queen Steet	To provide a direct daytime link from High Street to the station & West Oxford	£0	County Council are investigating and would cover any cost	General improvement		S
		Total all	£330,000				
		Total priorities	£325,000				
Jericho and canal area schemes							

Appendix A Full list of schemes

	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	
JC/F8	Rewley Swingbridge footpath upgrade	Upgrade footpath 320/10 passing under the railway at Rewley Swingbridge to link . This would involve lowering the footpath and providing protection from the river channel, involving significant engineering work.	£200,000	(scheme already being developed?)	Quiet		M
JC/F9	New canal crossing to connect Oxford Station / Frideswide Square with Jericho via the Jericho Boatyard development site		£300,000	Sites & Housing DPD Policy SP7 requires any development of Canalside Land here to provide a new bridge over the Oxford Canal for pedestrians and cyclists	Quiet		M
JC/A5	Radcliffe Infirmary Quarter area improvements (Woodstock Rd)	Scheme being developed by County Council	£0	Would be funded by ROQ development	General improvement		M
		Total all	£500,000				
		Total priorities	0				
St Margarets & Walton Manor area schemes							
Scheme ref	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	
PT/R9	Improve existing Woodstock Road cycle path	Replace gully gratings with cycle friendly gratings	£6,000		Quiet		S
PT/R19	Improvements to Woodstock Rd route south of Frenchay Road e.g. extend Woodstock Road main corridor cycle path	Extend pavement cycle track south of Frenchay Road and create southbound cycle track / address narrow sections	£80,000	Cllr Graham Jones suggested. Option of shared 2-way pavement/cycleway between Bainton Rd and Little Clarendon St (approx 1.7km)	Quiet		M

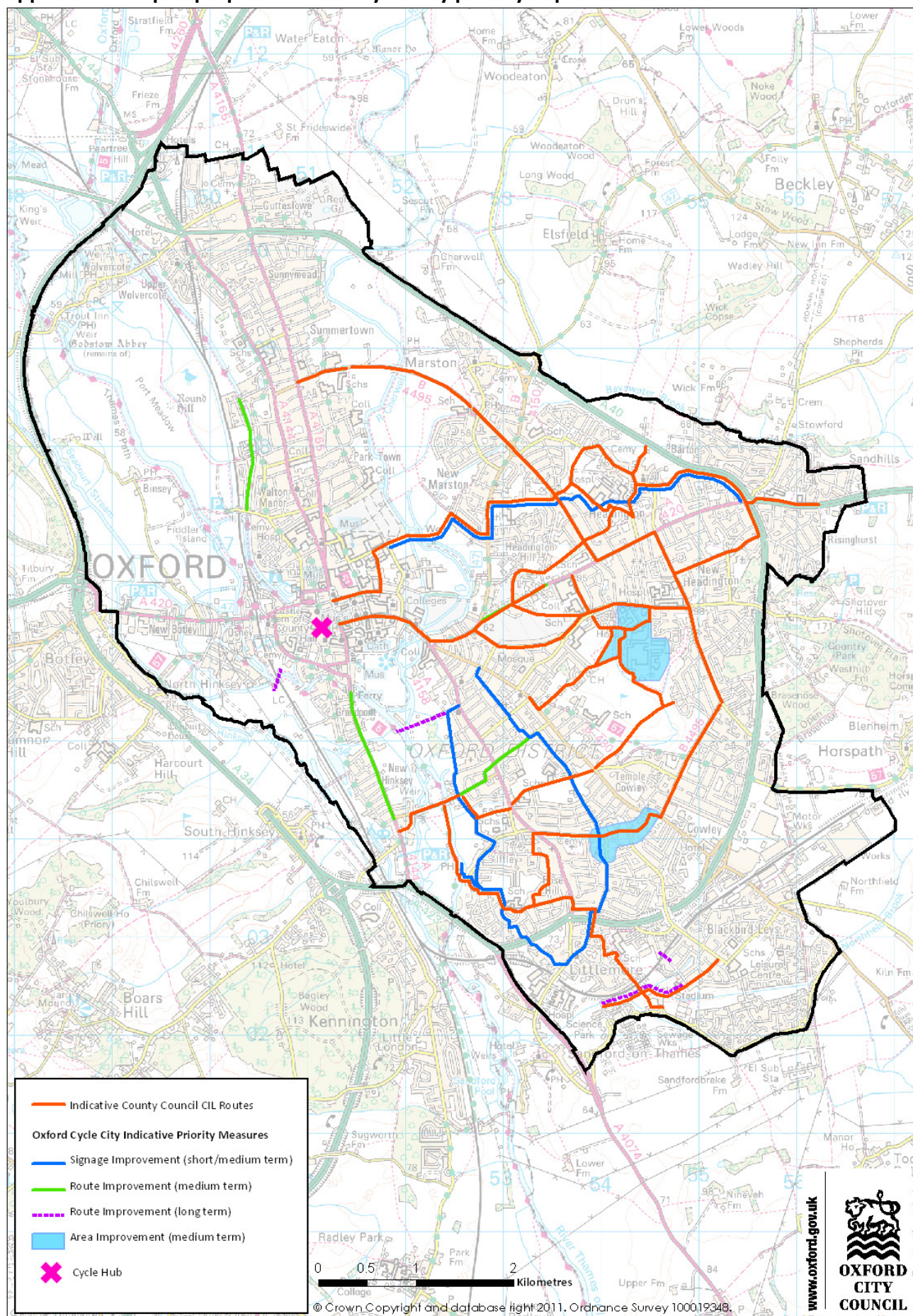
35

				To be implemented under DfT Linking Places fund (DfT funded with potential additional funding from S106)			
PT/R20a	Improve canal towpath Walton Well Road to Elizabeth Jennings Way	To be determined	£0		Quiet	Priority	M
PT/R20b	Improve canal towpath to Peartree for cyclists	To be determined	£200,000	To link with improvements to southern segment of canal proposed under DfT Linking Places fund	Quiet		L
		Total all	£286,000				
		Total priorities	£0				
Peartree area schemes							
Scheme ref	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	
PT/A4	Improved cycle paths and crossings at Peartree interchange	Pelican crossings on Sunderland Av & A40	£70,000		Quiet	Priority	M
		Total all	£70,000				
		Total priorities	£70,000				
Cutteslowe area schemes							
Scheme ref	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	
PT/F10	Cutteslowe Roundabout cycle priority improvements	Pelican crossing near Banbury Road junction	£35,000		General improvement		M

Appendix A Full list of schemes

		Total all	£35,000				
		Total priorities	£0				
Grandpont & New Hinksey schemes							
Scheme ref	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	
GNH/R17	Inbound cycle lane, Abingdon Road	Paint cycle lane, rebuild 2 refuges, TRO to remove/restrict parking where currently permitted. Could be extended as far as Old Abingdon Rd if feasible to rebuild traffic island in this area.	£20,000	Cyclox proposal	Main	High	M
		Total all	£20,000.00				
		Total priorities	£20,000.00				
West Oxford schemes							
Scheme ref	Scheme name	Scheme details	Estimated cost	Comments		High Strategic Priority?	
WO/R18	Botley Road improvements	No specific suggestions but may involve relatively minor improvements to improve priority over side roads (particularly outbound) and addressing conflict points	£2,000	Cllr Graham Jones suggested	Main		S
		Total all	£2,000.00				
		Total priorities	£0.00				

Appendix B Map of proposed Oxford Cycle City priority improvements and 'CIL' routes



Appendix C

The Times Newspaper Cycling Manifesto

- 1 Lorries entering the city centre should be required to fit sensors, audible turning alarms, extra mirrors and safety bars to stop cyclists being thrown under the wheels.
- 2 The 500 most dangerous road junctions must be identified, redesigned or fitted with priority traffic lights for cyclists and Trixi mirrors that allow lorry drivers to see cyclists on their near side.
- 3 A national audit of cycling to find out how many people cycle and how they are killed or injured should be held to underpin effective cycle safety.
- 4 The Highways Agency should earmark 2 per cent of its budget for next-generation cycle routes, providing £100 million a year towards world-class cycling infrastructure. Cities should be graded on the quality of cycling provision.
- 5 The training of cyclists and drivers must improve and cycle safety should become a core part of the driving test.
- 6 The default speed limit in residential areas where there are no cycle lanes should be 20mph.
- 7 Businesses should be invited to sponsor cycleways and cycling super-highways, mirroring the Barclays-backed bicycle hire scheme in London.
- 8 Every city, even those without an elected mayor, should appoint a cycling commissioner to push home reforms.