

To: City Executive Board
Date: 4th July 2012
Report of: Head of City Development
Title of Report: Oxford Cycle City Plan

Summary and Recommendations

Purpose of report: To seek endorsement of the Oxford Cycle City Plan

Key decision? No

Executive lead member: Councillor Colin Cook

Policy Framework: Oxford Core Strategy 2026
Oxford Sustainable Community Strategy

Recommendation(s): The City Executive Board is asked to

- (1) Endorse the Oxford Cycle City Plan attached as Appendix 1;
- (2) Authorise the Head of City Development, in consultation with the Board Member, to allocate capital and revenue funding for Oxford Cycle City to schemes and initiatives that align with the Oxford Cycle City Plan; and
- (3) Authorise the Head of City Development, in consultation with the Board Member, to make changes to the Oxford Cycle City Plan as and when appropriate, in response to ongoing dialogue with stakeholders.

Appendices

- (1) Oxford Cycle City Plan
- (2) Risk register
- (3) Equalities Impact Assessment

Background

1. In February 2012, CEB endorsed a report titled 'Oxford Cycle City' which sought to
 - Establish a stakeholder working group tasked with progressing Oxford Cycle City;

- Identify an integrated package of cycle improvement and promotional measures, and
 - Identify the means of delivering some of these measures over a 4 year period, with early wins and longer-term goals.
2. Since then, two stakeholder meetings have been held on 22nd February 2012 and 26th March 2012 respectively, to explore how the Oxford Cycle City project could best achieve its objectives. The stakeholder group was briefed with suggesting ways of prioritising the resources available, including the £300,000 capital (supported by £10,000 per annum revenue) being made available in the Council Budget over a four year period.
 3. The contributions made at the two stakeholder meetings has provided a basis for identifying 'quick wins' and medium-term priorities, as well as a list of measures that would promote and encourage cycling to a wider population.

Oxford Cycle City Plan

4. The Oxford Cycle City Plan consists of the following elements:
 - Strategic vision;
 - Overview of funding;
 - Priority measures to improve the cycle network, consisting of 'Quick win' schemes (Year 1), medium term schemes (Years 2-4), and long-term schemes (high-cost projects for which funding is uncertain);
 - Links to other national and local plans (including Barton AAP and potential improvements funded by the Community Infrastructure Levy);
 - List of promotional measures.

Consultation

5. The most substantive consultation was with the Stakeholder Group. This consisted of local and national cycle campaign groups, representatives from the two universities, and City and County Council officers with a role in strategy and delivery, together with the City Board Member for City Development, the main opposition group spokesperson on transport issues, and (for the first meeting) the County Cabinet Member for Roads and Transport.
6. The draft Plan has also recently been circulated to all members of the City Council (post May elections) with an invitation to forward to other interested members of their communities. The report author was also invited to and attended the Headington Ward Focus meeting on 15th May, and Headington Forward on 29th May.
7. Suggestions that have resulted in amendments to the Plan include:
 - Abandoned cycle clearance given greater emphasis;

- Increased cycle parking given greater emphasis;
 - Stronger direction on developing a web-based resource on the City Council's website.
8. Specific schemes arising from the Oxford Cycle Plan will be subject to further consultation as appropriate. It will be important to engage and achieve community buy-in during the implementation stages.

Implementation and joint working

9. Implementation of the priority measures set out in the Plan will rely heavily on a joint working approach, particularly with Oxfordshire County Council who is a key delivery partner. For each measure proposed in the Plan, details will need to be worked up by a qualified professional, which itself will have a cost implication. Physical highway works would in most cases require the permission and technical support of Oxfordshire County Council highway planners and engineers, or in some cases their contracted consultants.
10. It is envisaged that smaller schemes can be led by in-house engineer and architectural landscape staff. Minor highway changes may be carried out by City Council Direct Services, whilst more complex measures (such as on main routes) are likely to rely on staff employed within the County Council.
11. Local communities, via their local ward councillors, will be consulted on the details of network improvement schemes as appropriate.
12. Money is allocated in the Plan for promotional measures. These are not prioritised, as, given the high level of cooperation needed to make these successful, it is important to take a flexible approach to how money is spent. Teams exist within both Councils (e.g. GO Active, Oxfordshire Sports Partnership, Oxfordshire Travel Choices, Cycle Training Officer) that are well-placed to determine what opportunities exist given the extra financial support available.
13. It is important to note that, whilst Oxfordshire County Council support in principle Oxford Cycle City, recent changes to its leadership and Cabinet have meant that it has so far not been possible for the County Council to endorse this Plan, or to provide detailed input. The report recommendation therefore allows flexibility for the Cycle City Plan to incorporate further changes, both from the County Council and arising from other opportunities or changes in circumstances.

Climate Change and Environmental Impact

14. The proposals set out in this report would have a very positive impact with regards to climate change. Cycling is a virtually zero-carbon form of transport, and is emission-free. Impact on the local environment will also be positive, as more cyclists means less congestion and less localised air pollution.

Equalities Impact

15. Enabling Oxford residents, workers and visitors to cycle safely and comfortably will have a positive impact on social inclusion and equality. Travelling by bicycle is very low-cost, even taking into account bicycle purchase and maintenance, therefore there are potentially significant benefits for those on low incomes. Oxford Cycle City also links strongly with the City and County Councils' joint role in promoting healthy active communities, for example through the work of Get Oxfordshire Active and the Oxfordshire Sports Partnership.

16. An Equalities Impact Assessment is attached as Appendix 3.

Level of Risk

17. A risk register is attached as Appendix 2.

Legal Implications

18. It is necessary to identify a power to implement this scheme and the City Council can rely on Section 2 of the Local Government Act 2000. This grants, subject to certain conditions, the power to do anything which is considered likely to achieve the promotion or improvement of the economic, social or environmental well-being of the area.

Financial Implications

19. As set out in Appendix 1, Oxford Cycle City has been allocated £300,000 over four years, and an additional £10,000 per annum revenue stream. The Oxford Cycle City Plan recommends how this money should be allocated to achieve the objectives of Oxford Cycle City.

20. Some schemes also rely on the use of Section 106 funds held by the County Council. This stream of funding is uncertain as the County Council have to agree to allocate Section 106 funding to particular schemes.

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List of background papers:

CEB Report for meeting of 8th February 2012, Agenda Item 15: Oxford Cycle City

Version number: 3

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

	<p><i>Leys via Ring Road cycle track);</i></p> <p>ii. <u>Headington route</u>: Thornhill Park & Ride → Barton → Old Headington → John Radcliffe Hospital → Jack Straw's Lane → Marston Road → University Parks → City centre</p> <p>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>)</p>	£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 ¹)	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.

	<p>Bridge Road</p> <p>ii. Upgrade crossing and its approaches between Fairacres Road and Howard Street to provide option of continuous off-carriageway route</p> <p>iii. Change traffic regulation to allow 2-way cycling in Howard Street</p>			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 \$106 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

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 Cottessmore 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
			£668,000				
			£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	Cyclox 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		?	Cyclox 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 / Littlemore 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 coloured 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	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?

Appendix A Full list of schemes

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	CycloX support	Main	Priority	M
SCP/R8b	Improvements to St Clements Street	Greater cycle priority in St Clements & London Place	£35,000	CycloX 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	CycloX 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	CycloX 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 To wpath 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	Clr 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 Street	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
			£330,000				
			£325,000				
Jericho and canal area schemes							

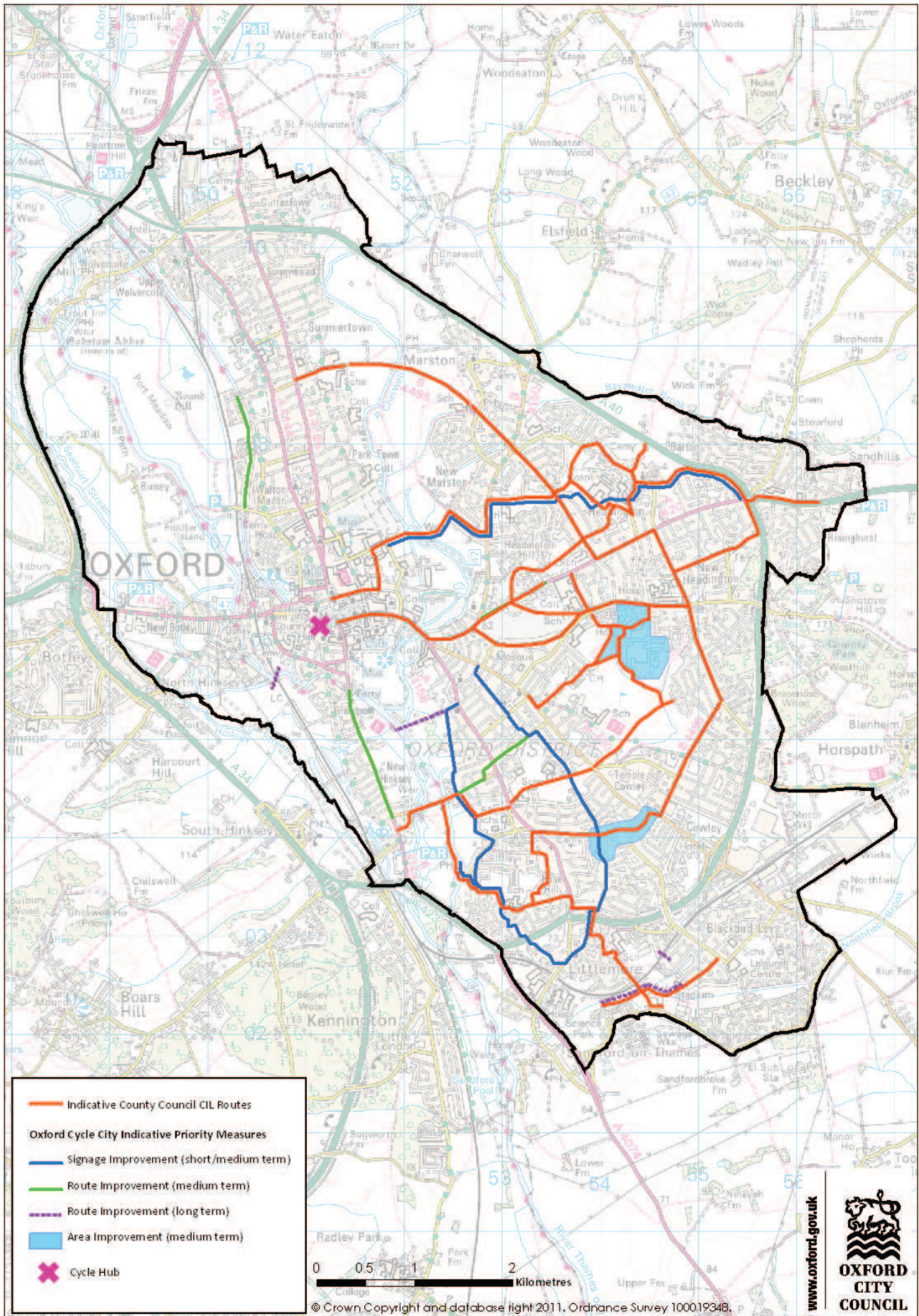
Appendix A Full list of schemes

	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 Canal side 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	Clr Graham Jones suggested. Option of shared 2-way pavement/cycleway between Bainton Rd and Little Clarendon St (approx 1.7km)	Quiet M

Appendix A Full list of schemes

Scheme ref	Scheme name	Scheme details	Estimated cost	Comments	High Strategic Priority?
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	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	Clr 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.

Risk Register

Risk ID	Risk	Corporate Objective	Gross Risk	Residual Risk	Current Risk	Owner	Date Risk Reviewed	Proximity of Risk (Projects/Contracts Only)
Category -000- Service Area Code	Risk Title	Opportunity Risk /Threat	Risk Cause	Consequence	Date raised	1 to 6	I P I P I P	
SRR-001-CD	Lack of consistent coordination/ project management for implementing schemes	Threat If there is no specified role to coordinate delivery by the partners involved, there is a risk that some projects may not come to fruition.	There is currently no specifically employed cycling implementation officer who is responsible for spending Oxford Cycle City money.	Non-delivery of schemes. Money dedicated to Oxford Cycle City not spent in an effective manner.	23/05/12	3,5	3 3	Michael Crofton-Briggs
SRR-002-CD	Oxfordshire County Council do not sign up to fundamental elements of the Plan	Threat The County Council are a key delivery partner and could effectively veto some elements of the Plan as Highway Authority.	The County Council have not yet been able to offer formal endorsement of the Oxford Cycle Strategy Plan.	Non-delivery of key elements of the Plan.	23/05/12	3,5	4 2	Michael Crofton-Briggs
SRR-003-CD	Cost estimates are too low for priority	Threat Cost estimates are indicative,	Insufficient resources	Non-delivery of key elements	23/05/12	3,5	4 3	Michael Crofton-

	schemes		and as the basis for allocated money, may result in a shortfall for a given scheme.	initially put into costing schemes	of the Plan.										Briggs
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Action Plan Template

Risk ID	Risk Title	Action Owner	Accept, Contingency, Transfer, Reduce or Avoid	Details of Action	Key Milestone	Milestone Delivery Date	%Action Completed	Date Review
SRR-001-CD	Lack of consistent coordination/ project management for implementing schemes	Michael Crofton-Briggs	Reduce	Identify a lead officer with clear responsibility for overseeing implementation, including liaison with relevant parties, and ensure adequate space in lead officer's work programme.	CEB meeting	4 July 2012		
SRR-002-CD	Oxfordshire County Council do not sign up to fundamental elements of the Plan	Michael Crofton-Briggs	Reduce	Maintain close liaison with County Council officers and show flexibility in scheme details and delivery milestones where necessary to achieve County buy-in.	Ongoing	n/a		
SRR-003-CD	Cost estimates are too low for priority schemes	Michael Crofton-Briggs	Contingency	Reduce scope of schemes, or remove some schemes and reallocate funding.	Detailed scheme design stage	1 Nov 2012 (anticipated time when scheme designs being finalised)		



Form to be used for the Full Impact Assessment

Service Area: City Development	Section: Planning Policy	Date of Partial assessment: 24 th May 2012	Key Person responsible for assessment: Matt Bates	Date assessment commenced: 24 th May 2012
Name of Policy to be assessed: Oxford Cycle City Plan				
1. In what area are there concerns that the policy could have a differential impact				
2. Background: The Oxford Cycle City Plan sets out a vision and 'living' programme for the improvement of cycling infrastructure and promotion in Oxford. The strategic vision is to encourage cycling at all levels in				

<p>Give the background information to the policy and the perceived problems with the policy which are the reason for the Impact Assessment.</p>	<p>Oxford, and in particular encourage new cyclists. To work towards this objective, the Plan sets out a four-year programme which allocates money already committed by Council, together with planning obligations (Section 106) money, towards improving the cycle network. Revenue funding is potentially available to support promotional measures; these too are set out.</p> <p>It is considered that enabling Oxford residents, workers and visitors to cycle safely and comfortably will have a positive impact on social inclusion and equality. Travelling by bicycle is very low-cost, even taking into account bicycle purchase and maintenance, therefore there are potentially significant benefits for those on low incomes. Oxford Cycle City also links strongly with the City and County Councils' joint role in promoting healthy active communities, for example through the work of Get Oxfordshire Active and the Oxfordshire Sports Partnership.</p> <p>The main perceived problems for the Oxford Cycle City Plan in respect of equalities impact, reflecting officers' knowledge of commonly occurring issues, are:</p> <ul style="list-style-type: none"> ▪ The Plan promotes a 'dual network' which includes improvements to off-road routes, which are often shared with pedestrians. There is a perception that this can compromise the safety and confidence of pedestrians with certain disabilities (mainly sight and mobility impairments), and older people who may feel more vulnerable as pedestrians. ▪ There may also be some perception of gender inequality relating to women as road users (both cyclists and pedestrians), particularly where improvements to on-road cycle paths are not able to fully accommodate cycles with child trailers, or where shared use footways limit the width of pavements for pedestrians which has an impact on those with children, including use of pushchairs. <p>The perceived problems are balanced against the benefits to pedestrians, and particularly wheelchair users and buggy users, of upgrading routes to provide quality level surfacing. By way of example, Sustrans have identified a huge increase in use by walkers and wheelchair users of upgraded routes on the National Cycle Network.</p> <p>The perceived problems are balanced against the benefits to pedestrians, and particularly wheelchair users and buggy users, of upgrading routes to provide quality level surfacing. By way of example, Sustrans have identified a huge increase in use by walkers and wheelchair users of upgraded routes on the National Cycle Network.</p>
<p>3. Methodology and Sources of</p>	<p>As the Cycle Plan has been developed as a collaborative project with stakeholders, there has been little reliance on quantitative data sources. The key references have been from the Census 2001:</p>

<p>Data:</p> <p>The methods used to collect data and what sources of data</p>	<ul style="list-style-type: none"> ▪ comparison of headline Oxford travel-to-work statistics with the ‘benchmark’ reference of Cambridge; ▪ regard to breakdown of cycle as main mode of travel to work by ward, showing significant difference in popularity of cycling across Oxford. <p>In relation to the second point, this has been compared to:</p> <ul style="list-style-type: none"> ▪ The Indices of Deprivation 2010 for Oxford. <p>There is a clear spatial relationship between the popularity of cycling and the relative degree of deprivation (with low levels of cycling evident in more deprived wards). This suggests more potential to improve levels of cycling in more deprived wards, which in turn would improve the deprivation indices through improved physical activity, and benefits to income by dint of cycling being a very low-cost form of transport.</p>
<p>4. Consultation</p> <p>This section should outline all the consultation that has taken place on the EIA. It should include the following.</p> <ul style="list-style-type: none"> • Why you carried out the consultation. • Details about how you went about it. • A summary of the replies you received from people you consulted. • An assessment of your proposed policy (or policy options) in the light of the responses you received. 	<p>No formal consultation has taken place on the Oxford Cycle City Plan, therefore no consultation has taken place on the EqIA.</p>

<ul style="list-style-type: none"> A statement of what you plan to do next 	
<p>5. Assessment of Impact: Provide details of the assessment of the policy on the six equality strands. There may have been other groups or individuals that you considered.</p>	<p>All equality groups All groups share a fear of crime and conflict, so enhancement of personal safety through better lighting, signage and route information, maintenance, enforcement, and ultimately the higher volumes of usage, are important in planning cycle routes. This can be identified as a generic <i>positive impact</i>.</p> <p>Race There are no identified impacts on race equality.</p> <p>Disability <i>Positive impact:</i></p> <ul style="list-style-type: none"> Improvement of off-road cycle routes can have a positive impact for people with mobility issues, and in particular wheelchair users, as these routes will be well-surfaced, with potential lighting improvements, and are available to those on foot. <p><i>Negative impact:</i></p> <ul style="list-style-type: none"> Opening up access to off-road cycle routes such as shared cycle/footways has an implication for those with sight impairments and mobility issues. People with such disabilities may feel vulnerable in respect of cyclists passing them. <p>Age <i>Positive impact:</i></p> <ul style="list-style-type: none"> Improvement of off-road cycle routes can have a positive impact for older people who are more likely to have mobility issues, as these routes will be well-surfaced, with potential lighting improvements, and are available to those on foot. <p><i>Negative impact:</i></p>

	<ul style="list-style-type: none"> ▪ Opening up access to off-road cycle routes such as shared cycle/footways has an implication for those with mobility issues including age-related. People with such disabilities may feel vulnerable in respect of cyclists passing them. <p>Gender <i>Positive impact:</i></p> <ul style="list-style-type: none"> ▪ Improvement of off-road cycle routes can have a positive impact for users of pushchairs and buggies, as these routes will be well-surfaced, and are available to those on foot. Better maintenance and lighting, and providing a choice of routes, also helps to improve personal security, whether on foot or on a bike, which can be a particular issue for lone women travellers. <p><i>Negative impact:</i></p> <ul style="list-style-type: none"> ▪ Opening up access to off-road cycle routes such as shared cycle/footways may have implications for those travelling on foot with children, either using pushchairs or accompanying young children walking, due to feeling vulnerable to passing cyclists or due to width restrictions for pedestrians. <p>Religious beliefs There are no identified impacts on religious beliefs.</p> <p>Sexual orientation There are no identified impacts on sexual orientation.</p> <p>Low income <i>Positive impact:</i></p> <ul style="list-style-type: none"> ▪ Travelling by bicycle is very low-cost, even taking into account bicycle purchase and maintenance, therefore there are potentially significant benefits for those on low incomes. Cycling also promotes healthy active lifestyles, and may therefore have a positive impact on areas with high health deprivation index rating.
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	<p><i>Negative impact:</i> There are no identified negative impacts on low income groups.</p>
<p>6. Consideration of Measures: This section should explain in detail all the consideration of alternative approaches/mitigation of adverse impact of the policy</p>	<p>There are three main alternative approaches that could have been taken to the preparation of the Oxford Cycle City Plan. These are:</p> <ol style="list-style-type: none"> 1. Target resources at developing the main road cycle network (i.e. removal of on-street parking; reallocation of roadspace to cyclists; creating cycle lanes; junction improvements); 2. Target resources at developing quiet cycle paths and links (i.e. formalising unofficial or poorly-maintained links; improving crossings; improving signage; initial designs for new river crossings); 3. A combination of the above two approaches. <p>Following stakeholder discussion, (3) was ultimately decided as the favoured approach. Therefore the impacts that would have arisen from (1) and (2) are spread are 'spread'. Hence the mitigating effects are:</p> <ul style="list-style-type: none"> ▪ There are only limited new shared cycle paths proposed under the Plan, therefore likely to be only limited conflicts arising between vulnerable pedestrians; ▪ Many improvements focus on improving the network using quieter streets and roads, therefore improving things for less confident cyclists; ▪ Main route cycle improvements are likely to increase the safety of all cyclists, who are recognised as vulnerable road users in their own right. <p>Going forward with implementation of schemes, it will be important to fully recognise the need to provide inclusive environments. Where the City Council is responsible for implementation, it will ensure those designing scheme details are fully aware of the potential impacts and benefits/opportunities for disabled people in particular. Partner organisations will similarly be encouraged to be alert to these issues. Representative groups will be consulted in each case on</p>

	<p>scheme details. Post-implementation, publicity and promotional material should target the concerns of those who otherwise might not use the new routes and facilities.</p>
<p>6a. Monitoring Arrangements:</p> <p>Outline systems which will be put in place to monitor for adverse impact in the future and this should include all relevant timetables. In addition it could include a summary and assessment of your monitoring, making clear whether you found any evidence of discrimination.</p>	<p>Actions to monitor on an ongoing basis:</p> <ol style="list-style-type: none"> 1. Access Officer to advise on detailed scheme designs; 2. Disability groups to be consulted on detailed scheme designs. <p>These actions will be monitored on an ongoing basis. There is no fixed timetable for scheme designs, so dates will be reported on retrospectively.</p>
<p>7. Date reported and signed off by the Equalities Board:</p>	
<p>8. Conclusions:</p> <p>What are your conclusions drawn from the results in terms of the policy impact</p>	<p>That the benefits for addressing inequality outweigh the perceived negative impacts of increasing opportunities for cycling.</p>

9. Are there implications for the Service Plans?	YES	NO	10. Date the Service Plans will be updated		11. Date copy sent to Equalities Officer in Policy, Performance and Communication	24 th May 2012
.13. Date reported to Scrutiny and Executive Board:			14. Date reported to City Executive Board:	4 th July 2012	12. The date the report on EIA will be published	

Signed Matthew Bates

Signed Michael Crofton-Briggs

Please list the team members and service areas that were involved in this process:

Matt Bates – Planning Policy, City Development
 Jarlath Brine – People and Equalities Business Unit