

Cycling Towns application meeting 19 March 08

Many thanks for inviting Cyclox to today's meeting. We discussed what we agreed were the three most important areas to bid for, given the parameters described in the bidding documentation:

1 Start a bike rental system in the city.

With a focus on Park & Ride sites = Park & Cycle, as this might lead to the greatest number of new journeys being undertaken by bike. Buses might be preferred for the routes that they serve but for the many cross-town journeys that Park & Ride customers visit, Park & Cycle might prove a lot more useful. To link in with a city-wide bike rental system with stations in the city centre, train station and bus station/stops to London, arterial routes into/out of the city, shopping areas (e.g. Summertown, Headington) and major trip generators (e.g. hospitals and university sites).

The £100,000 already committed to a bike rental system feasibility study might be better spent on actually bankrolling or subsidizing the system for 5–10 years instead.

Customers: commuters (= congestion reduction); residents; tourists – in that order.

Partners: Oxford City Council, Oxford University, Oxford Brookes University, the hospitals?, BMW? Could also look at having Clear Channel or even Accor or Babbie underwrite the scheme as part of a deal to secure future contracts (which is how the European examples are part-funded).

2 Create a coherent dual-network for bikes.

With a focus on solving problems that most sever the network, e.g. Botley Road railway bridge, the Plain.

Fast main road routes and quiet back street routes that join up.

Where width, use hybrid lanes not on-pavement cycle paths, e.g.

www.camcycle.org.uk/map/gallery/28/.

Opportunity for match-funding for large scale by-passes such as a bridge from the end of Jackdaw Lane over the Thames to Abingdon Road/the towpath to Folly Bridge (<http://tinyurl.com/2c8oan>). For inspiration, see:

www.camcycle.org.uk/newsletters/76/article20.html.

20 mph city-wide limit to make all roads feel and be safer for all cyclists.

3 Commitment to making parking secure and easy.

Under the Cycling England project, create other covered and secure parking in existing infrastructure, e.g. Town Hall? See an e.g. from Cambridge (slight hitch = it isn't quite central enough):

www.cambridge.gov.uk/ccm/content/lape/park-street-cycle-park.en.

Create large cycle “hub” in new developments, e.g. Westgate and West End.

At least one hub to include cycle repair facility, maps, etc.

Existing on-street parking to have regular “cleaning” to remove dead bikes.

Willingness to remove some car parking spaces and give the space to bike parking: 8 bikes can park in one car parking space. Willingness to prioritise bike parking over other considerations, e.g., siting of Broad St Christmas tree.

Some racks to have waiting restrictions, e.g. at Carfax?

Partners: Oxford City Council, Oxford University.