

Joint Witness Submission to OCC Scrutiny Committee: "Cycling to work" In connection with meeting held on Wednesday 20 Feb 2008

Executive Summary

Oxford & Oxfordshire's needs	Possible solutions
<p>Greater political and OCC officer commitment to, and proper investment in, cycling</p> <p><i>Lead to be given by OCC itself, including its own administrative officers; Initiate & sustain prioritisation of cycling in-house (i.e. within OCC) from highest level downwards</i></p>	<p>[Re]instatement of Cycling Champion to serve within OCC transport planning staff</p> <p>Copy Travel-to-School best practice within OCC to Travel-to-Work</p> <p>OCC as major employer to improve cycling take-up - use its own Human Resources (initial appointments of all staff) and annual appraisals to include cycling promotion</p> <p>OCC to offer expenses for cyclists as well as/ instead of car expenses, and tax-efficient cycle-purchase schemes</p>
<p>A dual-cycle network and a decent east-west cycle route in Oxford</p> <p><i>An overarching plan to be attained by incremental steps, say over a decade.</i></p> <p><i>Raise aspirations by stating an above-zero growth target in strategic planning.</i></p> <p><i>These should be important aims for LTP3.</i></p>	<p>Partnership with Sustrans, Cyclod, BUG¹s, employer reps, bus and rail companies, co-ordinated by OCC.</p> <p>Liaison with City and District Council planning application process, to set and monitor Planning Conditions²; to use S106 moneys; to dovetail strategy</p> <p>Improve data collection and dissemination on cycling patterns and usage levels</p> <p>Reinstate staff and funds for the Cycle Network Review.</p> <p>Review impact of DfT's "Manual for Streets" on OCC planning strategies and priorities</p>
<p>Better cycle lane/track maintenance</p>	<p>Repaint worn cycle lane markings. Provide ASL³s and lead-in lanes at all junctions where possible.</p> <p>Improve visibility of feedback opportunities for public reporting: e.g. advising phone numbers or online addresses for defect reports (<i>similar to streetlighting reporting as displayed on lamp-posts</i>)</p>
<p>Measures for increasing perception of safety, especially a bikes-and-HGVs/buses safety campaign: buses passing too close and too quickly can put off the most dedicated of cyclists and buses always come at the top of a list of cyclist's gripes, including our Feb 2008 survey. Conversely, most cyclists have a lot to learn about safe behaviour around buses and HGVs.</p>	<p>Political will of the same kind that drove OTS in the late '90s, e.g. <i>to embrace lower speed limits; improve lighting; support hi-visibility education campaigns like stickers on rear ends of HGVs, PHVs, vans and buses</i></p> <p>The recent OCC initiative with the Ignorant Cyclist (etc.) leaflet is good but will only work if accompanied by a flood of publicity both with the leaflets and rear-buses-campaign. This doesn't appear to have started yet.</p> <p>Liaison (e.g. by regular Forum promoted by OCC) between bus companies and user groups. It is important to engage with Cyclod, Sustrans, local CTC and other Bicycle User Groups to reach local cyclists with these types of campaign.</p>

¹ Informal Bicycle User Groups, which flourish from time to time at several workplaces

² The absence of any local authority pressure for a Central Cycle Hub for the new Westgate development has been deeply disappointing.

³ Advanced Stop Lines

Oxford & Oxfordshire's needs	Possible solutions
Sensible bike prioritisation	Systematic review by Traffic Engineers. <i>Don't require bikes to stop at junctions where not really necessary</i> (more below)
More and better cycle parking	Much more is required in the city. Needs effective maintenance, e.g. to eliminate dead bikes - liaison with City Council. Specifically on cycling to work, both councils need to make sure that where developers promise cycle parking 1. it is in fact installed and 2. that it is of acceptable quality (i.e. Sheffield racks not "wheelbenders"). The Churchill Hospital is an example of an employer where staff continually complain about lack of cycle parking and no notice is taken. OCC should monitor the enforcement of cycle parking regulations and requirements. Secure cycle parking at places of employment is vital and both councils need routinely to set this as a Condition when approving plans.
Cyclist training, including post-school adult populations	Co-ordination with the two Universities, Cherwell and Abingdon&Witney Colleges; and with employers. <i>(students, staff starting new employment)</i>
Better enforcement of both cyclist and driver behaviour	Dialogue with police service, especially to co-ordinate timing with safety campaigns.

Introduction

Sustrans and Cyclox welcome the chance to offer some suggestions for promoting cycling to work, as part of the Scrutiny Committee review of commuting habits in Oxfordshire⁴. We believe that OCC should not accept the complacent suggestion that present cycling levels have plateau'd⁵. The recent Cyclox survey (attached) shows that even already-committed cyclists hold back from cycle-commuting to work. Anecdotally, e.g. on online forums, many others who are less committed would take up cycling if concerns about hazards could be met, for reasons of health, convenience, reliability, journey-predictability, planet-friendly and personal cost considerations. The most frequently-mentioned reason inhibiting cycling in the survey is "Poor road surface". The state of the road surface is OCC's responsibility. But there are also many "soft" (non-engineering) measures that could be taken within OCC, to improve cycling's appeal. These would not be expensive⁶. Our main aim in this submission is to highlight managerial and

⁴ We understand that the review was prompted by the view that substantial financial investment (unspecified sums) during LTP1 had not produced the rise in cycling that had been anticipated (data not provided). Neither Sustrans nor Cyclox can take a view whether or not cycling levels have declined or remained steady, because published data by OCC are so fragmentary. For instance the comparative year-on-year county-wide figures at <http://tinyurl.com/34ldwz> begin systematically only in 2004 and have not been updated since 2006. We note that the total population in Oxfordshire has been increasing, so that the rates of cycling per 1000 population may well be declining even if the numbers of cycle trips appear to remain steady.

⁵ OCC must raise their sights for the 5 year prediction for cycling activity across the county in LTP3. In LTP2, it is currently at 0% i.e. no increase or decrease predicted. (sources: Mr Earnshaw's deputy in OCC Transport Monitoring Team, Feb 08; witness statement at Scrutiny committee meeting). This reflects OCC's lack of commitment to cycling. If the county had even a 5% increase as a target that in itself would necessitate a more coherent strategy and responsible officers. Cambridgeshire's LTP 2006-11 has the following specific pro-cycling elements: "Accessible infrastructure enhancements and reallocation of roadspace; Walk/cycle infrastructure integrated with the public realm; area-wide integrated safety schemes...The Strategy will deliver a number of benefits for the County, including: a transport system accessible to all: better conditions for walking and cycling, reduced traffic severance in local communities and more accessible passenger transport...". Oxfordshire's LTP2 has nothing comparable.

⁶ Our members frequently comment that relative costs of some highway schemes compared with those needed to implement pro-cycling and pro-pedestrian measures sometimes seem to defy reason. A recent

attitudinal improvements that would not be costly, along with some specific practical suggestions.

We appreciate that current policy for balancing competing demands on the road transport budget is dictated by LTP2 objectives, as interpreted by OCC officers and County Councillors. We wonder however how deeply thought-through are some of the judgements. In plain "safety" terms (one of the objectives) how many decision-makers are familiar with current guidance on the value of each accident prevented, differentiated by class of road-user? The DfT's "Average value of prevention per road casualty by class of road user" is £70K for a pedestrian; £45K for a pedal cyclist; £39K for all motor vehicle users at 2005 prices⁷. In "reducing congestion" terms (another objective) what weight is given to counting one person's decision to alter their mode of transport from motor vehicle to cycle when commuting? To promote "better air quality" (a third objective) modal shift from motor vehicles to cycles must surely have a major part to play. Yet LTP2 gives cycling what we consider to be simply lip-service. Although there was an admirable Bus Strategy document to support LTP2, there was no similar Cycle Strategy. We reproduce below ("LTP2 Aspirations...") one part of LTP2 where cycling does get an incidental mention, as part of a Congestion-Tackling Strategy, and we invite Councillors to review for themselves how far the plans and strategies mentioned have been progressed.

There is much unspent S106 money. The usual "lack-of-funding" excuse seems hard to sustain, at least for hardware infrastructure on the scale needed for cycling investment. In Oxford City alone, £2.69mn is available specifically for Highway spend (August 2007 summary⁸).

The Department for Transport published its "Manual for Streets"⁹ in 2007, which provides guidance for practitioners involved in the planning, design, provision and approval of new residential streets, and modifications to existing ones. It aims to increase the quality of life through good design which creates more people-orientated streets. To comply with this guidance the County's transport strategies and policies need fundamental rebalancing. We urge a review of its recommendations, especially of the principles of "Inclusive Design", and how they may be applied within the County. This is timely because of the imminent need to start drafting LTP3.

In short we consider that lack of both the political will and of the direction of officer priorities are failing to effect shifts to cycling anything like as dramatically as they could be, despite being in full accord with LTP2 objectives. Good practice by other local authorities is not being picked up - the Government's Cycling Demo Towns are but one example. Indeed the beacons are there within OCC itself, for example in the promotion of bus travel, and in the preparation of Travel-to-School plans. But they don't extend to cycling. It's time they did.

road engineering scheme following a widely-publicised (and awful) accident that was due to criminal negligence of the driver cost over £0.5mn, which was suddenly found from unbudgetted moneys.

⁷ The variation between classes of road user is due to different proportions of each class suffering fatal, serious or slight injuries when involved in a road accident. See Table 2;

<http://www.dft.gov.uk/pgr/roadsafety/ea/pdfeconnote105>

⁸ "There is currently £6,172,432 of developer funding held by the City Council, which is due for expenditure as set out below on the following types of scheme (the figures for years of expenditure are only approximate and may change due to slippage or early completion of schemes):"

Year for expenditure	07/08	08/09	Future Years	Subtotal
Affordable Housing	£ 400,000	£1,317,049	£ 162,562	£1,879,611.00
Highway	£1,734,562	£ 522,891	£ 432,387	£2,689,840.00
Leisure/Community	£ 694,310	£ 624,969	£ 211,888	£1,531,167.00
Other	£ 20,000	£ 22,275	£ 29,539	£71,814.00
<i>Total</i>	<i>£2,848,872</i>	<i>£2,487,184</i>	<i>£ 836,376</i>	<i>£6,172,432.00</i>

Compiled by lfreeman@oxford.gov.uk

Figures from <http://www.oxford.gov.uk/files/meetingdocs/66345/item7.pdf>

⁹ <http://www.dft.gov.uk/pgr/sustainable/manforstreets/>

LTP2 aspirations and current fulfilment

“Make walking and cycling safer and more convenient” (OCC LTP2, Chap 3; page 51)		Our comment, at nearly midway through LTP period (2006-2011)
Supporting strategies	Active Travel, Casualty Reduction, Travel Plans (TPs), Rights of Way Improvement	Only TPs to schools have really been developed successfully. Casualty Reduction was not successful in 2007. All the rest are moribund.
Typical measures	Cycle lanes and tracks, Cycle parking, New crossing points, Better route signing and information, Footpath and bridleway improvements	What improvements to tracks, lanes and paths since 2003 are directly due to OCC initiative and funding? (contrast e.g. BMW; Environment Agency; Sustrans etc) OCC is not reprinting the Oxford City Cycle map this year: does this fit with “better route information”?
Examples from Programme	Oxford Cycle Network Improvements, Fairfax Ave/Purcell Rd cycle link, Plain Roundabout improvements	The Plain alterations were well consulted on but need continued review. Fairfax/Purcell Cycle link is budgetted for 2009/10 Stockley’s Rd/Marsh Lane shared pedestrian-cyclepath is agreed Where has the £75K spent on Marston Road cycle measures gone? The £290K supposedly to improve cycle and pedestrian facilities in Headington is subsumed within the London Road Scheme, which is mainly for bus lanes and gates As far as we’re aware no other cycle schemes are in the pipeline ¹⁰ . Reinstate staff and funds for the Cycle Network Review. This important project was axed in 2006.

Mini-Survey

In preparation for this submission, we have conducted a small survey of Cyclox members who are online, enquiring about cycle-commuting and the reasons why members might feel discouraged from cycling. We have used the results as the basis for our comments and suggestions. Mainly these refer to the Oxford city area, where most of our members live or work. The results are attached (Appendix 1), and the anonymised raw data will shortly be posted on the Cyclox website www.cyclox.org. Besides personal safety considerations, the chief reason given in the survey for not cycling is “poor road surface”. This is OCC’s direct responsibility, in partnership with the local councils on minor roads. We urge councillors to read the survey results.

Another very useful source is the Oxford and Cambridge Bicycle User Survey, 2005, conducted by Bath University researchers:

http://portal.oxfordshire.gov.uk/content/publicnet/council_services/roads_transport/cycling/oxcamsurvey.pdf

¹⁰ If there are some more, then there’s no central collation of them published online. How does OCC itself keep track of all the cycling projects planned and implemented? A Cycling Officer, if there were one, could co-ordinate information like this.

Specific win-win low-cost suggestions

Idea	Comment	Reference
[Re]appoint Cycling Officer as cycling champion within OCC (by transfer of duties)	<p>In the past, officers in Environment and Economy have had a specialist interest in promoting cycling though they may not have held the title of Cycling Officer. Currently, with staff moving elsewhere, this specialism seems to be in abeyance. . With staff always busy on major road projects, cycle-related projects become indefinitely sidelined.</p> <p>In the Scrutiny cttee meeting it was claimed that such a post would not work because the officer might be away on leave for a week, when needed. This seems to us a feeble reason</p> <p>There's a real expertise in promoting cycling¹¹, not attainable by diffusely leaving responsibilities over different parts of OCC. One person is needed to provide a single point-of-contact within OCC to outreach to all county organisations: co-ordination and publicity are deficient at present. For instance, which officer at present supports National Bike Week¹² each year?</p> <p>The following nearby comparable shire counties do have cycling officers: Hampshire;</p>	<p>http://tinyurl.com/36hm9e makes no mention of an officer contact for cycling.</p> <p>NBW: http://www.bikeweek.org.uk/</p>
Transfer good practice and experience with Travel-to-School plans to Travel-to-Work plans	<p>Travel-to-Work plans have been a responsibility of OCC all along, but helping to develop Travel-to-School plans and systematically monitoring them have taken priority. Reorienting this 8-man unit's work within OCC is apparently planned for 2009. We welcome this.</p> <p>A claimed difficulty is that OCC does not know who the major employers are. It is hard to believe this. See our suggestion below for OCC to become a model employer.</p>	Comments by Mr Drew at Scrutiny cttee meeting 20 Feb.
Plan a proper dual cycle network (1: recreational: 2: commuter)	The commuter network should be centred on hubs for major county employers/educational/ shopping/ service institutions, emanating outwards radially to transport hubs/P&R sites and residential concentrations.	
Promote safety measures in addition to road engineering ones	Embrace lower speed limits; improve lighting; support hi-visibility education campaigns like stickers on rear ends of HGVs, PHVs, vans and buses	
Improve data collection and dissemination on cycling patterns and usage levels	Partly done at the moment but could be better. Surveys such as the autumn 2007 car journey survey should sample cyclists and ask them for journey data as well (start and end post codes).	http://tinyurl.com/24l14j
OCC should co-ordinate RoadUser Forums	To bring together transport companies (rail; bus), employers, Bicycle User Groups (BUGs).	

¹¹ In June 2006 Cumbria County Council applied for assistance to review its Cycling Development Action Plan (CDAP) under a programme of free consultancy advice and support for local authorities provided by Cycling England. (<http://tinyurl.com/357jra>) We are not aware of any comparable bid by OCC for a free review. A Cycling Officer, if there had been one, would have been in a good position to capitalise on opportunities like this

¹² This year it's 14-22 June 2008

OCC, as a major employer itself, should develop systematic Travel Plans for its own employees. It should become the role-model for other employers in the county	Two prongs needed: Assess travel-to-work plans 1. at first recruitment of new staff (at any level) 2. as part of annual job appraisal. If staff managers were both asking and being asked their travel-to-work plans and how they could be facilitated in socially-desirable ways the profile of cycling would be raised considerably, and obstacles could be overcome. OCC's Corporate Core is the place to start this system.	OCC's Recruitment Charter currently makes no mention of travel-to-work planning. http://tinyurl.com/38yrvy
Include Cycling as an allowable Travel Expense on OCC business	Parliament itself, and many shire counties offer at least 24p/mile for cyclists; some offer more (Wiltshire: 40 p/mile; and use of a car has to be justified).	
OCC should offer cycle-purchase loans	Great tax breaks to both employer and employee. A real job attraction that OCC could instigate.	http://www.cyclescheme.co.uk/
OCC should review 1. its own workplace cycle parking and showering facilities 2. its cyclist training and buddying schemes	There must be mechanisms for intra-OCC surveys to gather these data, which would not be costly. Parking needs should be fed into the Transport Section's provision of cycle parking generally. Showers and changing space should be implemented as renovations come up. This won't happen unless there's a strategy to require it. OCC should offer cycle training and a 'buddy' system to staff.	
Seek Bikeability funds	Government money available through Cycling England, for approved-scheme cycle training	http://www.bikeability.org.uk/
Bid for funding a high-profile cycle-engineering project	Like the new Cambridge Riverside Bridge, funded by Govt Growth Area Funding. Oxfordshire too has rivers that need cycle crossings, e.g. across the Thames at Bablock Hythe; city councillors have been pressing for a new cycle crossing of the end of Jackdaw Lane providing a vital alternative to the Plain route into the city	http://www.camcycle.org.uk/newsletters/76/article20.html
Prioritise bikes - engineering	Policy on traffic signalling and cycle filtering is needed, to ensure that signals are respected because they are sensible, e.g. cycle bypass at the lights at Parks Rd (northbound)-South Parks Road junction.	
Initiate dialogue with police	Enforcement of county's highest-priority schemes at any given time. Police crackdowns get a very high publicity profile; this should be co-ordinated with positive messages from the transport authorities. E.g., Cowley Road's Safety Improvement Project has never been effectively policed and its sense as a "place" was never established with a gateway.	
LTP3: properly engage community long before the first drafting starts	LTP3 will have to be drafted during 2009. Right now is the time to get the community's views in strategic terms about priorities and objectives. The shallowness of consultation during preparation of LTP2 was regrettable.	

Safety and perceived safety

- The more cyclists there are the safer cycling becomes. Oxfordshire needs to get onto this virtuous circle.
- Bike paths need to be maintained properly - fewer potholes, removal of obstructions, enforcement of car parking regulations, regular cleaning and so on.
- Continue the good work on inhibiting congestion and dangerous driver behaviour in commuting times, caused by people on school runs, especially the private school drop-off and pick-up times.



Accessibility and interchangeability

- OCC should liaise with the Office of Rail Regulation to require the three train companies serving Oxfordshire to carry bikes more readily. For instance, at present, it is virtually impossible for someone in peak hours to go from Oxford to Didcot and hence cycle to Milton Park, so people take their cars. New rules on bikes have greatly reduced the numbers taking their bikes between Charlbury/Oxford/Didcot and London. Many of these people will choose to drive to the starting station rather than cycle.
- Coach stations and stops need covered cycle stands as good as the new ones at Oxford railway station.
- Amongst the highest priorities for the cycle network is to focus on the cycle routes from Park and Rides to and from the City centre. This includes the desperate need for a solution to the age-old problem of the Botley Road Railway Bridge.

Conclusion

- **Road surfaces:** do much more to publicise the Highways Agency and the County's hotline numbers webpages to the public and make sure that high-volume cycle routes in the city are checked regularly. This means A and B roads (e.g. Cowley Rd) as well as cycle-specific routes.
- **Cycling officer:** relying on the concept that all officers are cycling experts has failed because it has marginalised cycling. OCC needs a Cycling Officer.
- **A bikes-and-HGVs/buses safety campaign:** higher profile than the existing campaign.
- **Cycle training:** seek funding to help provide training for anybody in the County.
- **Cycle Network Review:** restart this important project.
- **Cycle parking:** seek funding to help provide training for anybody in the County.
- **Travel-to-work plans:** the quite sympathetic reaction to this proposal during the committee's hearing of Mr Drew as witness was very encouraging. We urge the committee to put its weight behind it.

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Appendix 1

Cyclox Commuting mini-survey. Data summary

Date questionnaire sent round: 17 Feb 2008. Closing date: 20 Feb 2008

Survey population

A questionnaire was circulated by email to all ~ 120 members. Some forms reached additional recipients by being passed on, so number of recipients of the survey form is not exact: probably about 135.

About ~20% of Cyclox members do not have email so their views are not included. There was insufficient time to arrange a paper mailing and return.

Total respondents: 92. Response rate ~ 68%.

Total with data analysable on Excel sheet: 85

Of whom: Non-commuter respondents: 7.

Commuter respondents: 78

4 commute "to study" and the rest (74) were for work/employment. The data for all these is pooled in the analysis below.

The sex of the respondents was guessed from the forename:

Female: 32 (41%) – coded "f" below

Male: 40 (51%) - coded "m" below

Not certain from forename: 6 - coded "x" below

Distance

60 respondents (77%) cycle between 1 and 8 km (one-way); of these, 8 have a longer overall journey and so they part-cycle together with some other mode.

Whole-journey distance (one way)	Distance on bike (one way)			
	Less than about 1 km	Between 1 and 8 km (5 miles)	Over 8 km (5 miles)	Grand Total
Less than about 1 km	6	1		7
Between 1 and 8 km (5 miles)	1	51		52
Over 8 km (5 miles)		8	11	19
Grand Total	7	60	11	78
PerCent	9.0	76.9	14.1	100

4 use coach/bus as part of the journey

3 use Train as part of the journey

2 use Park & Cycle

11 respondents (14%) cycle further than 8 km (one-way).

3 from outside ring road (West)

1 from outside ring road (North)

1 from outside ring road (East)

2 from Summertown/N. Oxford to East Oxford area

1 from Summertown area to outside ringroad (South)

1 outbound to Wallingford (22 km)

1 from outside ringroad (south) to Milton Park

1 from Kidlington to Unipart

Training/buddying

3 people (2 female including one who never commutes by bike; one male) indicated they would cycle to work more with some training or buddying. This

is a small proportion and presumably reflects the bias towards extensive cycling experience among Cyclox members, compared with the general population.

Journey Origin and Destination

Route destination	Route origin														Grand Total
	Central Area	East Oxford Area	Headington Area incl Quarry	Iffley area	Jericho Area	Marston Area incl Marston Rd	Northway/Old Headington	Outside Ring Road - East	Outside Ring Road - North	Outside Ring Road - South	Outside Ring Road - West	Rose Hill area	Summertown Area	West Oxford & Osney	
Central Area	1	3	2	1	1	2	1		1		3	1	5	1	22
East Oxford Area	2	2	2			1		1							8
Headington Area incl Quarry		3	1					1	1						6
Jericho Area		1											3		4
Marston Area incl Marston Rd		1													1
Northway/Old Headington	1														1
Outside Ring Road - East		2	1												3
Outside Ring Road - North	1	1			1				3					1	7
Outside Ring Road - South	1									1					2
Rose Hill area													1		1
Summertown Area		1				1									2
West Oxford & Osney			1												1
Other		1				1									2
Grand Total	6	15	7	1	2	5	1	2	5	1	3	1	9	2	60
Between 1 and 8 km: Percent	10.0	25.0	11.7	1.7	3.3	8.3	1.7	3.3	8.3	1.7	5.0	1.7	15.0	3.3	100
All distances: Percent	9.0	23.1	11.5	1.3	2.6	6.4	1.3	3.8	10.3	2.6	7.7	1.3	15.4	3.8	100

About a quarter of all journeys originate in East Oxford (rises to 1/3 if Headington area is included).

About 1/3 of journeys are to the Central Area

Reasons given for being put off cycling

Perception of Safety

About half the respondents perceived cycling to be a bit unsafe, of whom about a quarter were actively deterred from using their bikes more, for commuting

Use_Pushbike_for_Commuting?	Perception Of Safety			Grand Total
	I'd do even more journeys by bike if I felt safer	I'm confident enough: not really a problem for me	It bothers me a bit but I cycle nevertheless	
Never	1		1	2
Sometimes	3	6	1	10
Yes, almost every time I go	6	32	28	66
Grand Total	10	38	30	78
Percent	12.8	48.7	38.5	100

Very frequently mentioned are problems of

- co-existence with buses, HGVs and "taxis" (may include private hire vehicles since not many people make the distinction). Several critical comments on shared bus and cycle lanes
- cycle lanes that end abruptly, or have obstructions on them (e.g. street furniture of various kinds)
- aggressive driving
- inconsiderate parking, especially when it blocks cycle lanes
- Poor or non-existent lighting over off-road cycle tracks

Particular locations often noted are:

- The Plain, especially entering and leaving Iffley Road
- High Street, especially from the Longwall junction outbound over Magdalen bridge – dangers from pedestrians spilling off the pavement as well as being squeezed by buses
- Cowley Road, both at the recent Scheme and also further East
- Botley Road railway bridge to Osney Island, both inbound and outbound
- Woodstock Road cycle tracks, especially the on-pavement parts

Some free-form comments on safety are included at the Appendix:

Other reasons, surveyed by checkbox (not mutually exclusive)

The commonest reason to be put off cycling was

- **"poor road surface" (42 respondents = 54%)**

Then, in descending order:

- Floods or surface water (21%)
- Too-frequent punctures (16%)
- Fear of assault (10%)

Luggage

1 person said difficulty with luggage was a main reason not to cycle. 16 (20%) said it was a bit of a problem but they managed.

Hilliness

No-one said that hilliness was the main reason not to cycle

34 (44%) said there's a bit of a hill but they liked the challenge

Workplace and cycle parking facilities

2 respondents said that facilities are so bad it puts them off cycling to work. 31 (40%) said that their facilities are poor – they just had to put up with them.

Appendix: Data summary Tables, and comments

Distance: all who commute by any mode of transport

Use_Pushbike_for_Commuting?	Distance on bike (one way)?			Grand Total
	Between 1 and 8 km (5 miles)	Less than about 1 km	Over 8 km (5 miles)	
Never (i.e. don't use a bike)	2			2
Sometimes	4	2	4	10
Yes, almost every time I go	54	5	7	66
Grand Total	60	7	11	78

Factors discouraging cycling, amongst all commuters

Gender	Poor road surface		Grand Total
	Not mentioned	Yes	
f	13	19	32
m	20	20	40
x	3	3	6
Grand Total	36	42	78
PerCent	46.2	53.8	100.0

Gender	Too-frequent punctures		Grand Total
	Not mentioned	Yes	
f	22	5	27
m	30	3	33
x	3	3	6
Grand Total	55	11	66
PerCent	83.3	16.7	100

[Data selected for those who nearly always use bike]

Gender	Floods or surface water		Grand Total
	Not mentioned	Yes	
f	27	5	32
m	32	8	40
x	3	3	6
Grand Total	62	16	78
PerCent	79.5	20.5	100

Gender	Afraid of assault		Grand Total
	Not mentioned	Yes	
f	25	7	32
m	40		40
x	5	1	6
Grand Total	70	8	78
PerCent	89.7	10.3	100

Carrying luggage?				
Gender	It's a bit of a problem but I manage	Not a difficulty	This is chiefly why I don't cycle	Grand Total
f	6	25	1	32
m	9	31		40
x	1	5		6
Grand Total	16	61	1	78
PerCent	20.5	78.2	1.3	100.0

Hilly route?			
Gender	Route is essentially flat	there's a bit of a hill but I like the challenge	Grand Total
f	18	14	32
m	24	16	40
x	2	4	6
Grand Total	44	34	78
PerCent	56.4	43.6	100.0

Workplace facilities					
Gender	Good showering, cycle parking	OK showering, cycle parking: could be better	Poor facilities but I have to put up with them	It's the main reason I don't cycle	Grand Total
f	15	5	10	2	32
m	12	10	18		40
x		3	3		6
Grand Total	27	18	31	2	78
Percent	34.6	23.1	39.7	2.6	100

Free-form comments, “where or why you feel least safe”

- *Cars and other vehicles crossing onto a poorly marked cycle path: ...cycleways are so poorly differentiated...*
- *Bus drivers regularly cut me up on approaches to bus stops*
- *Cycle lanes on main roads are not respected by drivers, either stopping in them, or turning left across the lane*
- *...mingling with buses and HGVs...*
- *...unpredictable and occasionally dangerous motorists*
- *There are some off road cycle paths but I don't feel safe there after dark*
- *Winding narrow road with overtaking traffic not paying sufficient attention to safety*
- *...biggest problem is with parked cars on the road...*
- *Cycle routes are not continuous*
- *heavy, aggressive traffic*
- *I feel unsafe around any buses and cars on any route...encroaching on bike lanes...*
- *I am also tired of being gassed out by pollution [mentioning specifically Headington Hill]*
- *In very slow traffic with a painted cycle lane - a passenger may open their door without looking to get out. I am very aware of the left turn danger too*
- *I am at risk (from drivers, holes in road, other cyclists and pedestrians)... I have made a decision to cycle after weighing up the balance of risk*
- *I feel least safe with buses or lorries close by. I also dislike cars exceeding the speed limit on city roads.*
- *Buses are the biggest problem. Pass too close, don't look when pulling away from stops.*

- *Very difficult to cross the city centre with many streets closed to cyclists*
- *I use my bell frequently but ipods, mobile phones and general noise mean that it often does no good*
- *Cycle lanes shared by buses often dangerous*
- *Pedestrians on shared track don't walk in a straight line or in a predictable way!*
- *Buses/cars cutting into cycle lanes, cars parked on cycle tracks,*
- *Excess speed with which motorised vehicles driven. Aggressive driving by bus drivers*
- *Cycling through central Oxford, too many buses pulling out and lack of respect for cyclists...*
- *I don't like buses overtaking me*
- *I don't like approaching red lights where I'm going straight on in case they go green as I arrive and the front vehicle is turning left and doesn't see me*
- *A few buses and taxis seem to be deliberately anti-bike*
- *The provision (and size) of cycle lanes is inadequate and inconsistent*
- *Cycle paths that are mostly useless*
- *Off-road cycle paths unworkable when they don't have priority over side roads*
- *Buses in Oxford are the biggest cause for concern. Secondly, poorly designed 'cycle lanes'.*
- *I feel least safe on narrow main roads where car drivers drive their cars fast and leave me very little space.*
- *Sharing the same part of the road with buses and taxis does put the cyclist in dangerous situations.*
- *Cycle lanes are not consistent: they stop and start in dangerous places.*
- *There are good cycle routes/canal towpath for my journey to work. I deliberately take a longer route which avoids busy roads*
- *Too many cycling lanes are used as delivery bays... delivery drivers throwing their door open without looking*
- *Turning to the right and having to cross busy streets, e.g. Woodstock Road, Botley Road. I usually cross at traffic lights instead. I*
- *Off-road cycle paths are often poorly lit/maintained*
- *Cycle tracks suddenly end e.g. north of summertown, no lights to cross at Banbury Road roundabout.*
- *Worst is the way cycle tracks end at bus stops - are we supposed to take to the pavement or overtake the bus? Shared bus and cycle tracks are really dangerous*
- *Some of the cycle paths in Oxford are a joke. They contain sign posts, lamp posts, bus stops, hardly any differentiation from the pedestrian pavement. Also, nothing to stop drivers from crossing the cycle path from side roads or driveways.. a terrible path is on both sides of the Woodstock Road*
- *Poor road surfaces*
- *Risk from car door opening across your path*

Particular areas:

- *The Slade, Hollow Way, Between Towns Road*
- *The cycle lane in Barns Road regularly has cars parked on it*
- *Cowley road is a nightmare*
- *From Garsington Road to The Swan...always tricky trying to move to the right lane at The Swan*
- *...down Jordan Hill ...is poorly lit and there is a great deal of plant debris on the path*
- *The new roundabout at the Plain...for cyclists feeding into it from Iffley Rd*
- *Problems on the High Street with illegally parked cars, vans loading, etc...*
- *The road-narrowing bits on Cowley Road are sometimes a problem*

- ...Cowley Road near the police station...[especially] uphill to pull out to get into the right-hand lane [top Between Towns Road]. I see a lot of people cycling on the pavement at this point
- The road between the Sandy Lane roundabout and the shops on Blackbird Leys Road always has parked cars in the marked cycle lane
- Rural roads outside the City
- London Road through the Headington shopping area.
- Northern Bypass cycle route in the darkness...long distance lorry drivers park overnight and use the adjoining bushes as toilets. It is scary when a shadowy figure appears from the bushes...The alternative is to travel down Headley Way but there are parked cars and impatient drivers who have almost knocked me off...
- 'Improvements' tend to make it worse - eg: Cowley Rd. Cars just squeeze past.
- The route from the south end of St John's Street to St Ebbes ...is a nightmare...Some markings have been redone lately, there is still insufficient separation between cyclists and pedestrians. What we need along the whole of this section is those low rise bumps that can be used to demarcate a cycle lane and a bright green lane: pedestrians are much less likely to step over them.
- [route from Wytham across to Botley Road] ...no controlled crossing or bridge at the A420 roundabout,
- it would be good to see a decent cycle lane [North-South across Queen Street] installed as part of the Bonn Square renovation
- Cycle lane on Botley Rd unsatisfactory [i.e. shared bus-cycle lane]
- Cycle lane on Woodstock Rd pavement often confusing re pedestrian/cycle lanes
- Top of cowley road, would be nice if the side walking path could be used by cyclists too
- I feel least safe on cycle paths away from the road in the dark - e.g the ring road around Rose Hill behind the hedge...
- In front of Magdalen College: danger of pedestrians stepping off the pavement and little space for passing busses
- Cycle tracks & Jack Straw's Lane, used by many cyclists going to and from Headington, are not salted when it has snowed
- Cowley Road and High street due to buses driving too closely and taking up room in bicycle lanes
- I feel least safe in areas like Summertown shops where delivery lorries park on the pavement
- Section of road [outbound] between the railway underpass and Osney Island can be heart-stopping: particularly when large vehicles insist on overtaking westbound on the narrowing uphill approach to the Thames bridge
- The traffic leading down to the Plain from St Clements can be a bit scary
- Narrow cycle lane v. long vehicles, especially under Botley Road railway bridge
- Cowley Rd between Leopold and the Plain is extremely dangerous... Not enough space for cars, buses and cyclists.
- Buses almost clipping you on Magdalen Bridge going out of town
- Drivers turning onto you/coming out without seeing you - side roads off Rymers Lane, bottom of Rose Hill
- Blind corner right where we live (Westbury Crescent) used by fast traffic as a cut through between Cowley and Rose Hill. ... we have small children one on trailer bike and one on own small bike
- Bus snarl up/squeezing past on High Street going into town near Cornmarket
- London Road and Windmill Road...[is unnerving] because of the strange traffic light sequence
- Bend on Iffley road going into town - vehicles rears swing into cycle track
- [East end of] High Street - vehicles, particularly buses, overtaking as road narrows and then forcing cyclist off road
- Buses pulling out of Queen's Lane stop do not look for vehicles (i.e. bikes) turning into lane

- *Parks road: cycle path is covered in gravel - unpleasant to use –*
- *Difficult to cut across lines of traffic [from Parks Road] at lights to access Norham Gardens*
- *New layout at Plain... leaves you very vulnerable as you pass Cowley road to join Iffley Road ... Numerous run-ins since improvements, with vehicles who do not want to let cyclists move right into right hand lane for Cowley/Iffley feeder lane*
- *Drivers in Southfield Road can be aggressive or thoughtless. At the mini-roundabout at the top of Divinity Road, traffic coming up Morrell Avenue does not always give way to cycles on the roundabout.*
- *Don't feel safe on cycle [track] on the bypass between Sainsbury's Home Base and the Green Road Roundabout as it is not lit*
- *Heading into town from Botley Road under the railway bridge. The cycle lane and quality of road surface is awful.*
- *I no longer ride north up Woodstock road on the on-pavement cycle lane near miss when a car driver didn't look properly and drove out ... from their house driveway.*