**Cyclox Meeting February 5th 2004**

Cowley Road Improvement Ideas – 28 people present

Introduction – Dominic Schofield

Ideas for improvements to Cowley Road have been streamlined by a working group thus this meeting of Cyclox focused mainly on street layout.

Clare and Charles from the East Oxford Community Action Group attended the meeting and reported on their findings from the consultation. Approximately 1000 responses to the consultation have now been received from a wide range of Cowley Road users. The following summarises the requests that were made, both by cyclists and non cyclists:

Cycle Paths

Problems with these on Cowley Road at the moment stem from the following:

- Parking
- Cycle paths aren't consistent

Bike Stands
11 requests for these were put in, most specifying Sheffield Racks. Clare noted that the racks currently outside Tesco aren't good ones but that they are only 18 months old

Cyclist Behaviour

Consultees raised concerns over the following:

- Ignoring traffic lights
- Cycling on the pavement
- Cycling without lights

James Styring noted that there was an upcoming Cyclox project working with the police on cyclists' use of lights.

Parking issues were raised over the following areas:

- Manzil Way
- James Street
- Princes Street

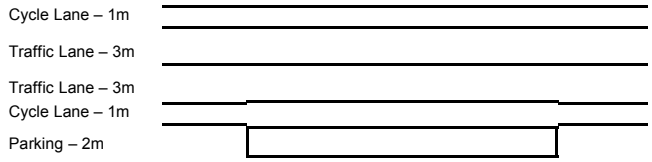
Visioning Exercise – Dom set the scene for a visioning exercise to help focus the minds of everyone on Cowley Road and what the ideal result of this work would be.

Layout Options – Richard Mann

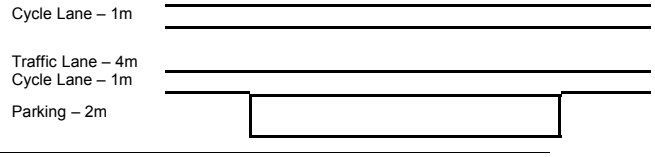
Basic Ideas were presented and discussed – see below.

**Layout Options**

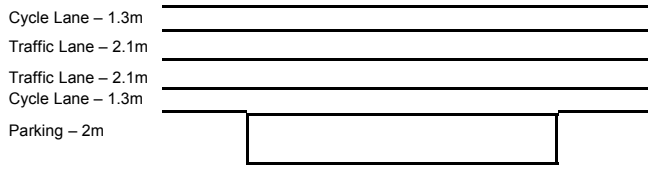
Botley Road – 8m (plus loading bays). Pelicans. No lane-sharing. 30mph



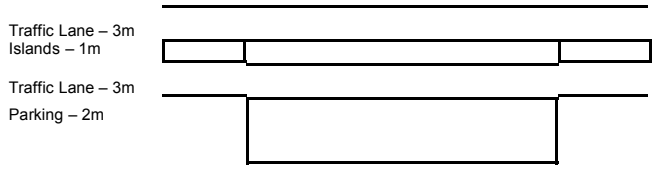

Utrecht – 6m (plus parking bays). Buses have to drive in cycle lane to pass cars/buses coming the other way (but cars don't). Road narrow enough for most pedestrians to jaywalk. 15-20mph.



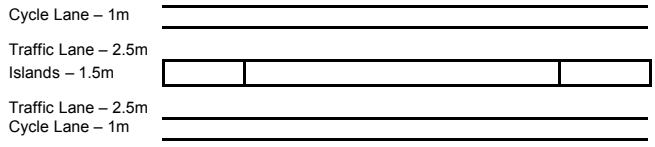

Neu Beckum – 6.8m (plus parking bays). Buses have to overlap into (wide) cycle lane all the time & slow when passing a cyclist. No real conflicts with traffic in opposite direction. Pelicans needed for pedestrians. 30mph



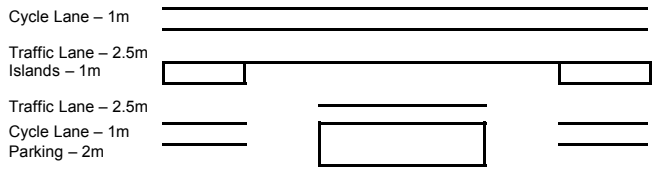

Hennef – 7.0m (plus parking bays). 1m traffic islands. Pedestrians cross fairly easily. Cars can pass cyclists without deviation (but do slow slightly). Buses have to pass cyclists in gaps between traffic islands (and slow a lot). 20mph




Abingdon Road (outbound) – 8.5m. 1.5m traffic islands. Cars pass cyclists with no reduction in speed. Buses can pass but with slight reduction in speed. 25mph




Cyclox 1997 – 7m (plus parking bays), widening to 8m (including traffic islands) at junctions. Similar to Abingdon Road but with no median strip and parking bays between junctions, and slightly greater slowing effect. 20mph




## Layout Options Discussion – Pros & Cons

## Botley Road

Pro – No encroachment on cyclists
Con – cycle lane too narrow
Pro – straight
Pro – fast
Pro – traffic doesn't obstruct opposite direction
Con – too fast (except rush hour!)

## Utrecht

Pro – discourage cars
Con – squeezed by buses – dangerous
Con – discourage cyclists
Con – drivers may not know where to drive
Con – slower buses
Pro – shorted pedestrian crossing distance
Pro – very slow (& safe)

**Neu Beckum**

Pro – buses know they have to overtake you
Pro – wider cycle lane – extra protection from parking
Pro – cyclists can overtake one another
Con – too fast
Con – don't like Pelicans
Con – danger at junctions & pedestrians crossing
Pro – visual narrowing (but lots of green paint)
Con – cars might park in cycle lane

**Hennef**

Pro – good for pedestrians
Con – so many cyclists on Cowley Road that buses would have to crawl
Pro – greenery on islands (?)
Con – buses would tailgate and cut up cyclist
Con – would require driver education (but would be good if that happened)
Con – buses will cut in
Con – motorcyclists would zip in and out
Con – unpredictability gives increased stress

**Abingdon Road**

Pro – clear run
Pro – not really squeezed by buses
Con – will it work with side junctions & parking (unlike Abingdon Road)
Con – not very slow / still quite fast
Con – maybe not enough room for required parking
Con – doubtful whether it can cope with lots of turning moves
Pro – good for pedestrians
Pro – potential for central parking strip (but might be difficult & no ready examples to copy, though would have some advantages..)

**Cyclox 1997**

Con – Get squeezed at sideways shifts (need to design with care) - ? rumble strip
Pro – Irregularity could slow traffic – but can't overdo it
Con – harder to turn due to lack of median strip / closeness of refuges to junctions
Pro – cyclists not overly squeezed

There was a wide ranging discussion on all these options with the majority of the group being pro cycle lanes although there was some anti-cycle lane feeling.
The conclusion was that the broad majority of the group wished to support the "Cyclox 1997" option, but with wider cycle lanes (1.3m). This provided buses with a lane that was just sufficient for them, so they should (a) slow down and (b) not encroach on cyclists.