



Response to Central Oxfordshire Movement and Place Framework

<https://letstalk.oxfordshire.gov.uk/compf>

CycloX welcomes the outline proposals contained in this Framework document and is excited by the broad direction of travel. This is an excellent set of ideas for improving the quality of public space – and by extension the quality of people’s lives - in central and north Oxford. The Council acknowledges that these ideas depend on the implementation of measures to reduce motor traffic in the city, such as the Traffic Filters, an expanded Ultra Low Emissions Zone and a Workplace Parking Levy. It should be noted that these schemes – and the ambition to create a low-car future for Oxford – have just been overwhelmingly endorsed by the Citizens’ Assembly. These proposals also show what is possible if you reduce the levels of motor traffic in the city. CycloX particular welcomes the attempt to think about the future of central and North Oxford through the lens of movement *and* place, by recognising the impact of different forms of movement on the quality of life for people living in, or seeking to enjoy, places.

CycloX looks forward to engaging constructively with detailed proposals as they are developed. For now, we offer comment on certain aspects of the outline schemes contained in the Framework document, and bring to attention what we see as some puzzling omissions from it.

City Centre

This scheme creates the possibility of safe, dedicated and clearly-marked cycle routes through the city centre, running both north-south and east-west. Such routes are vital (whether dedicated or in space shared with pedestrians) and should be baked into more detailed proposals.

In respect of the development of the city centre, further thought needs to be given to two aspects of bike parking. First, creating sufficient secure bike parking that doesn’t damage the quality of the city centre as a place (for example, by looking to provision a building or building for that purpose). This is especially important given the growth in popularity of electric and cargo bikes. Second, creating dedicated parking infrastructure for share bike and e-scooter schemes that is separated from the flow of pedestrians.

Woodstock Road

Cyclox's welcomes the improvements currently being made to the infrastructure on Woodstock Road (such as side road entry treatments), though these mainly benefit pedestrians. Cycling provision on the Woodstock Road remains incoherent, patchy and unsafe, and this key corridor from central through north Oxford (to the developments beyond the ring-road) remains a barrier to safe and inclusive cycling, rather than a route that facilitates it. Cyclox very much hopes that significant improvements to active travel infrastructure on Woodstock form a prioritised part of future detailed proposals. There is also no need to reinvent the wheel here. Such a scheme already exists:

<https://oxfordclarion.uk/woodstock-road-how-a-visionary-scheme-became-paint-on-a-pavement/>

Banbury Road

There remains a lack of proper cycling infrastructure along the other main corridor through north Oxford and out towards Kidlington – the Banbury Road. Cycling is especially dangerous on the route passed the shops in Summertown, despite it being a 20mph zone, and at the Banbury Road/Moreton Road/Marston Ferry Road junction. This too needs to be a matter of priority. Cyclox welcomes the outline ideas for the area around Summertown shops contained in the Framework document. This scheme would make this place safer and more inclusive for all transport modes and a more thriving, vibrant place to enjoy, shop, eat out etc.

Upper Wolvercote

Cyclox welcomes the inclusion of Upper Wolvercote in the Framework. This area of north Oxford stands badly in need on a traffic intervention. Traffic here is often congested and has become unsafe for cyclists – especially in the morning rush hour. The observation of our members is that the situation has worsened since the bus lane at the north end of Woodstock Road switched sides. Minimally, we urge the Council to work with Wolvercote Primary School to introduce a School Streets Scheme. It may be better, however, to alter the traffic circulation in this area with modal filtering. Cyclox urges the Council to bring forward proposals of this kind.

Wolvercote and Cutteslowe Roundabouts

Cyclox welcomes the inclusion of these two roundabouts in the scheme. At present, these roundabout represent severance points inhibiting cycling into and out of Oxford from those living or working (just) outside the ring-road. This is especially important given the scale of commercial and housing development to the north of the ring-road. If the Council wishes to meet the motor traffic reduction targets it has committed to in the [Local Transport and Connectivity Plan](#), attention must urgently be given to how to make safe and inclusive cycling feasible on these roundabouts (or to the provision of safe, convenient and clearly-marked alternative routes).

There are two omissions from the current Framework that are puzzling, and that Cyclox urges the Council to re-consider.

High Street

Cyclox accepts that High Street is – and is likely to remain – a major bus corridor. But it is also a major cycling route to and through the city from East Oxford. While provision for buses may impact on what can be done to make High Street a better place for pedestrians and a safer route for cyclists, there remain compelling reasons for bringing it inside this Framework. Cyclox’s view is that the experience of pedestrians and safety of cyclists could both be enhanced by removing (non-delivery) parking from High Street.

Jericho (Walton Street and Kingston Road)

Walton Street and Kingston Road have the potential to offer an alternative, relatively low-traffic and safe cycling route through north Oxford. But more attention needs to be paid to the quality and signage of these streets, if this is to be maximised – for example, by removing the dangerous, legacy cycling infrastructure at the north end of Walton Street and on Kingston Road. There are also wider reasons to want to include Walton Street *as a place* within the Framework.

Finally, Cyclox welcomes this Framework as a means by which to think – and stimulate conversations - about better futures for Oxford, in terms of the ease of movement and quality of place, and the relation between them.

We encourage the Council to develop this thinking in respect of other areas of the city. Headington and Martson seem the areas of the city most in need of this kind of holistic thinking.

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