Over the next 10 years …

Traffic Congestion

11000 new homes around Oxford

Climate Emergency

Public health crisis

Air pollution
Physical inactivity
Obesity & Type 2 diabetes
Road traffic injuries

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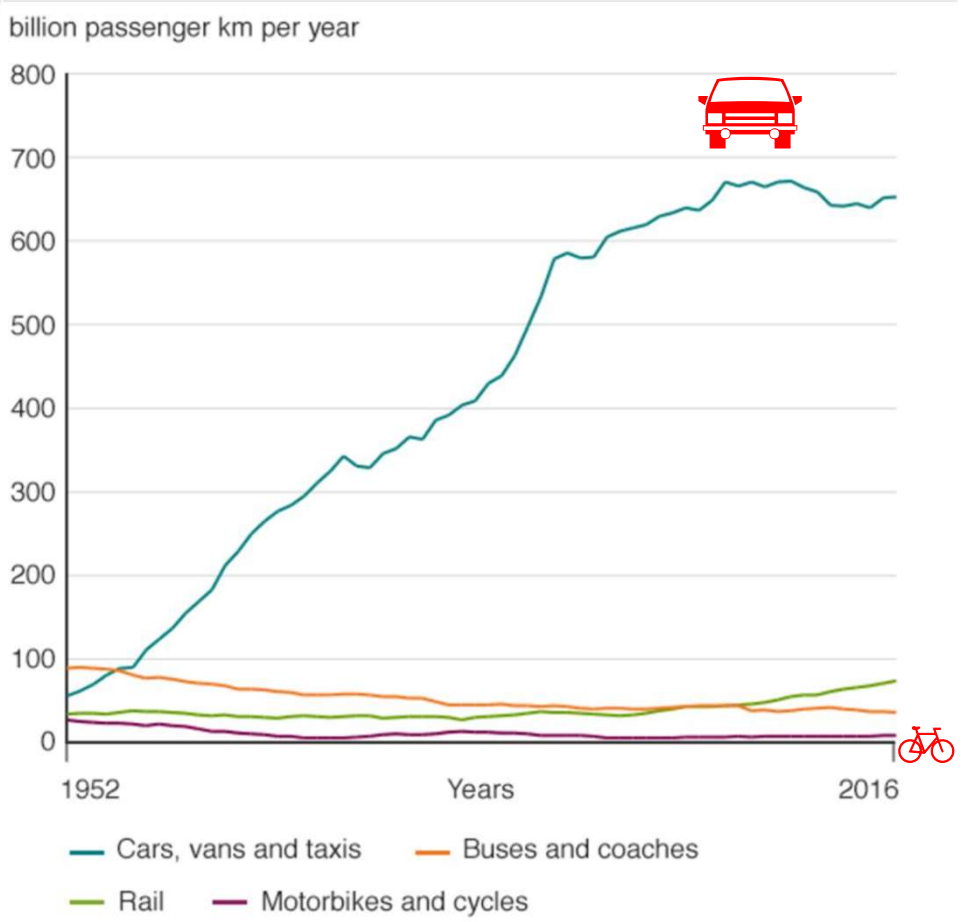
The main cause of these challenges



- Excessive dependence on and over use of the car for all trips
- We need viable alternatives urgently

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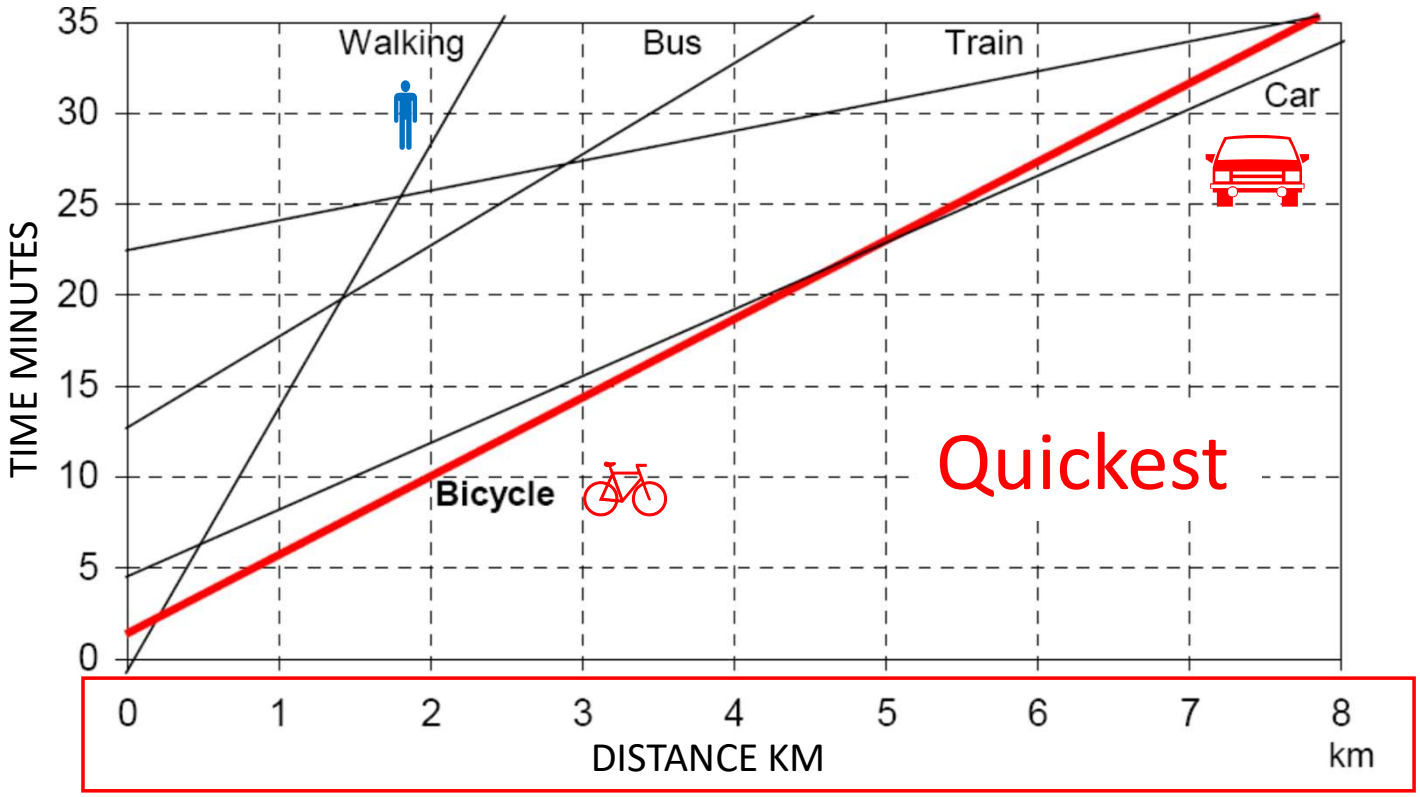
Cycling is viable alternative to the car
up to 8 km (5 miles) in urban areas

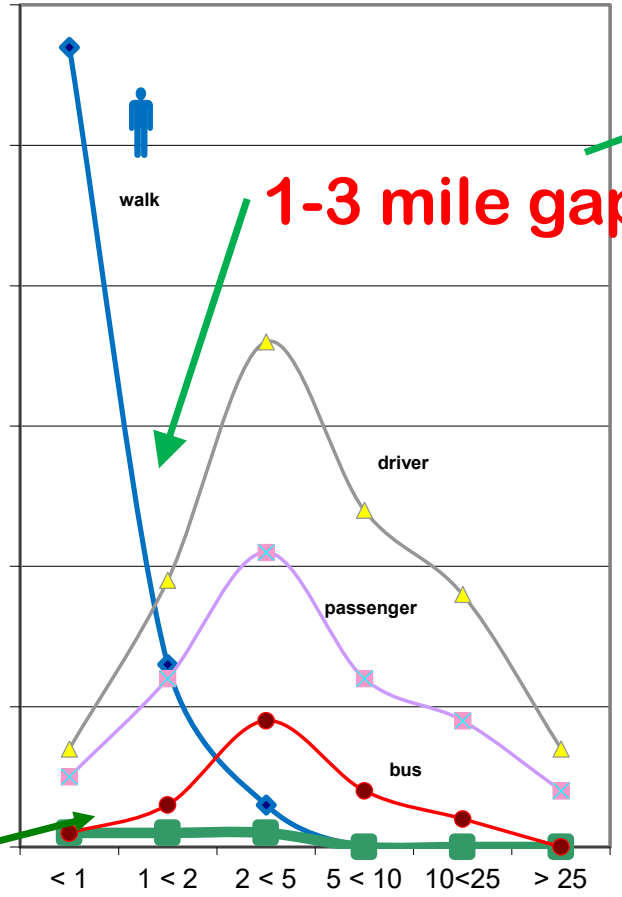
Figure 1.4. **Comparative table of journey speeds in the urban environment**

Slowest



Source: Cycling: the way ahead for towns and cities, 2000, EC, Directorate-General for the Environment.

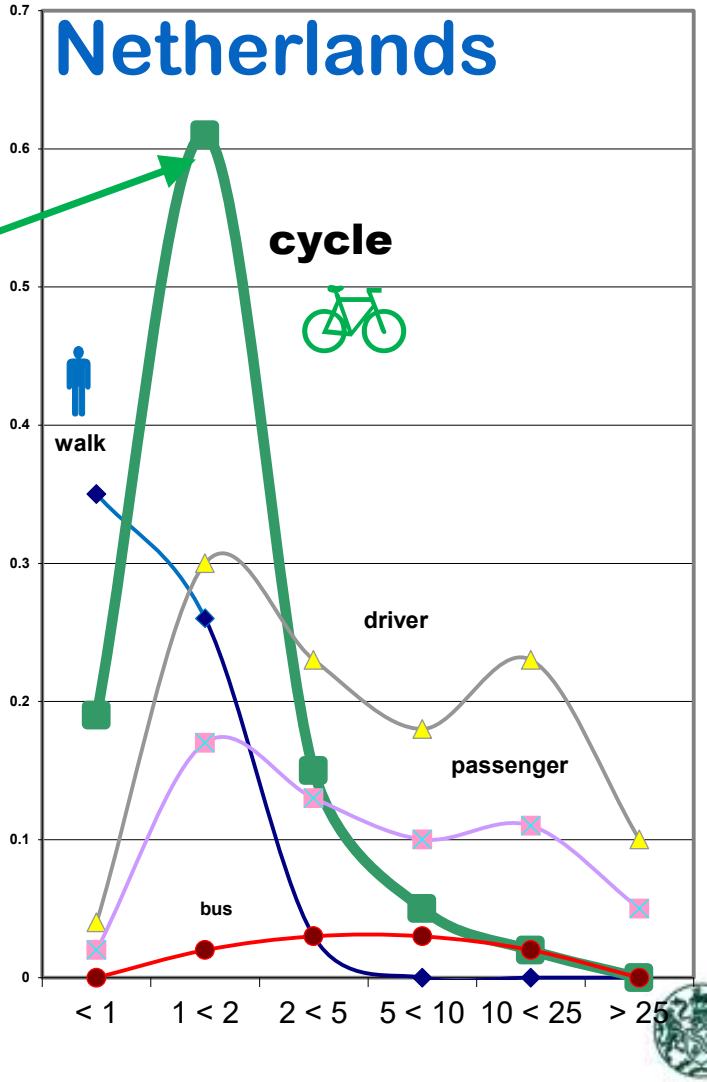
UK



1-3 mile gap

cycle

Netherlands



Mode of travel for different distance bands

In NL, 20% of all people's journeys are by cycle from 1-3 miles

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How to increase cycling
How do we go from here to Dutch cycling levels?

Very few towns have succeeded in growing cycling

London, Ghent, Vienna, Pontevedro

Oxford in 1970s

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4 factors to increase cycling

Cycling Cultural norm
Council commitment
Traffic management
Cycle network

For more details, see
Draft Active and Healthy Travel Strategy

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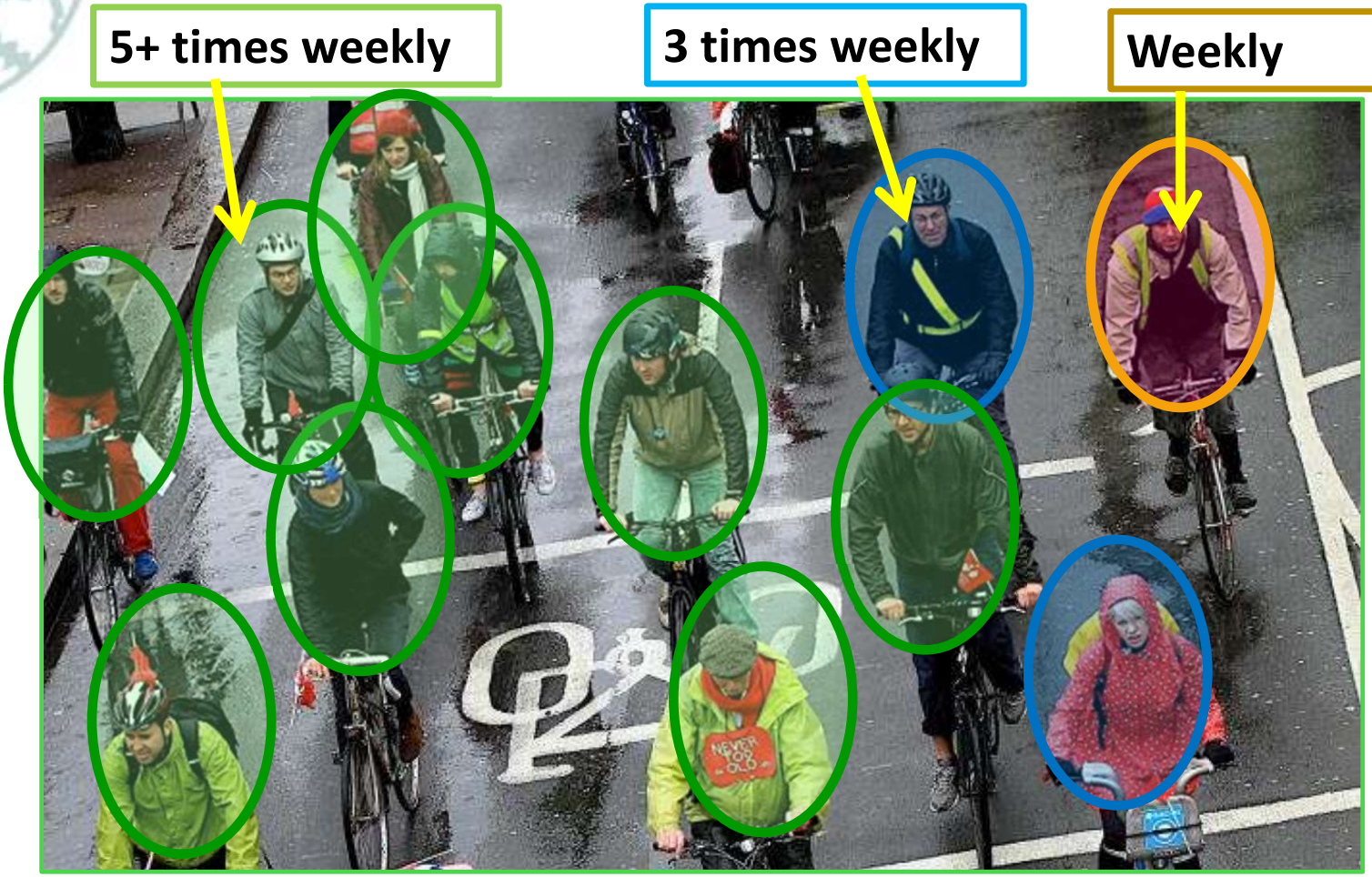
Cycling culture depends on lots of people cycling



80% Rule

Daily cyclists make up 80% of cycle trips

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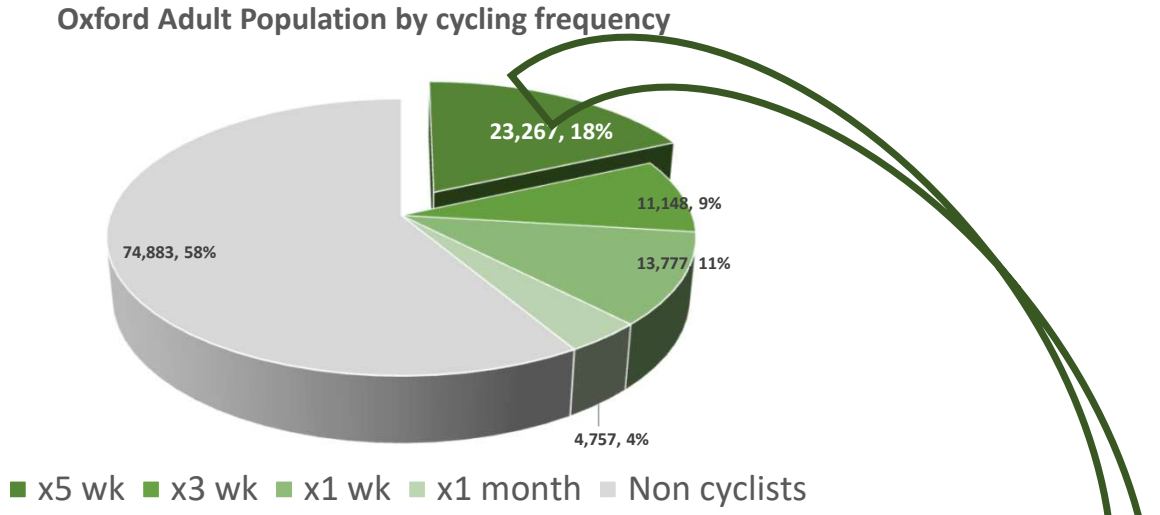
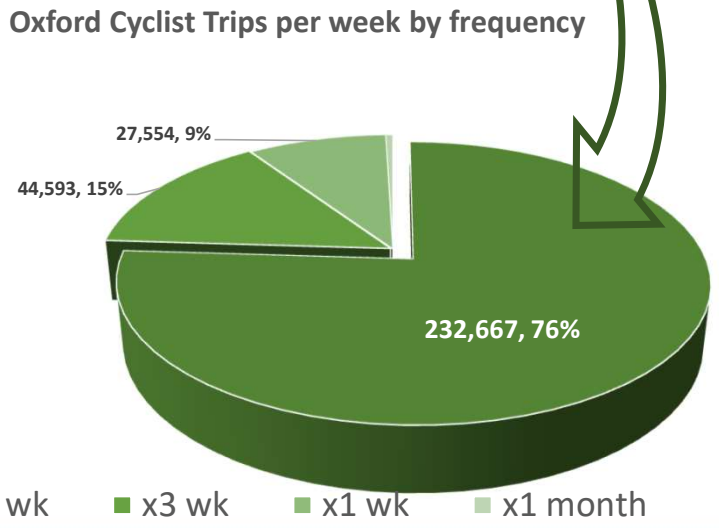
Most trips (cycling culture) are made by everyday cyclists





18% of Oxford adults cycle 5+ times a week make 76% of all cycle trips

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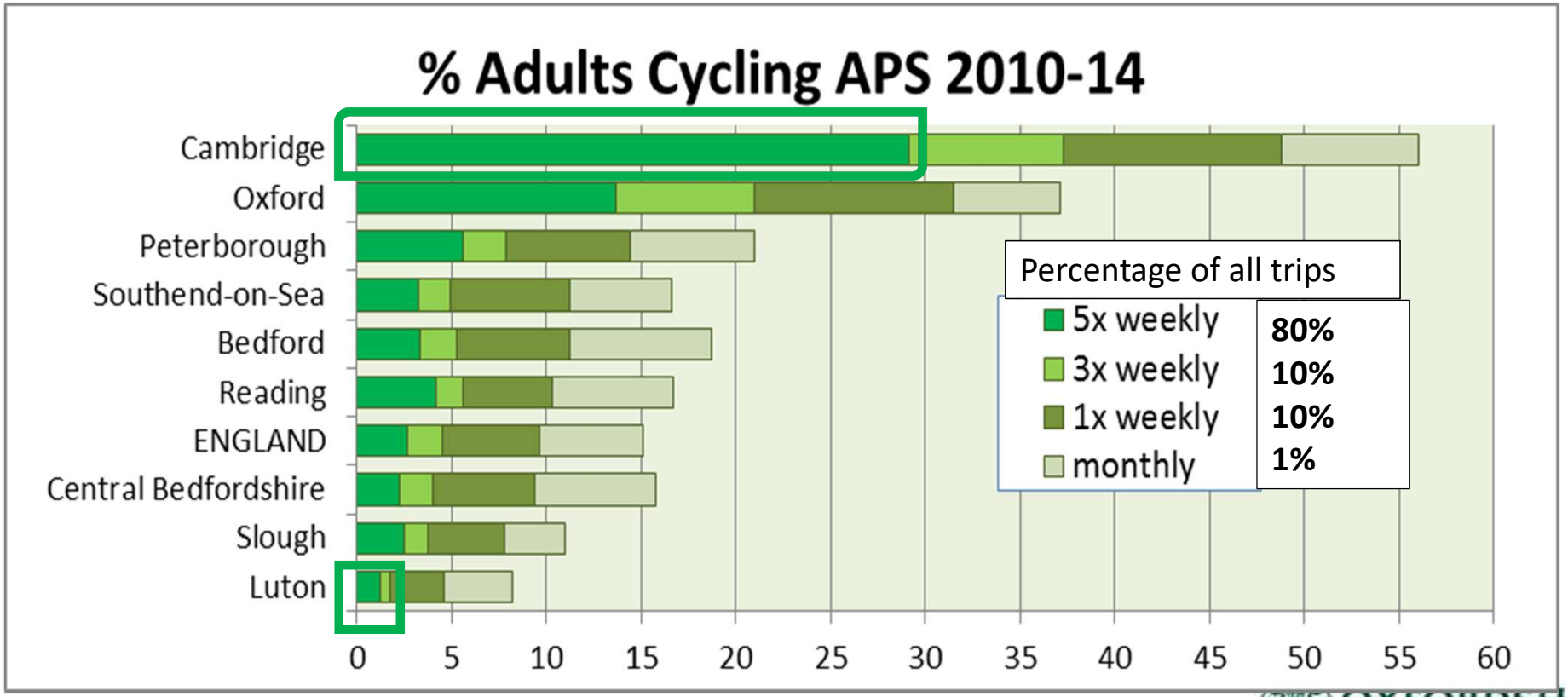
Everyday cyclists make the difference



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In a Cycling culture

- People build their lives around cycling
- And become less/not dependent on the car

As a result, this changes

- Cyclists' priorities to cycle infrastructure
- People's willingness to restrict car use

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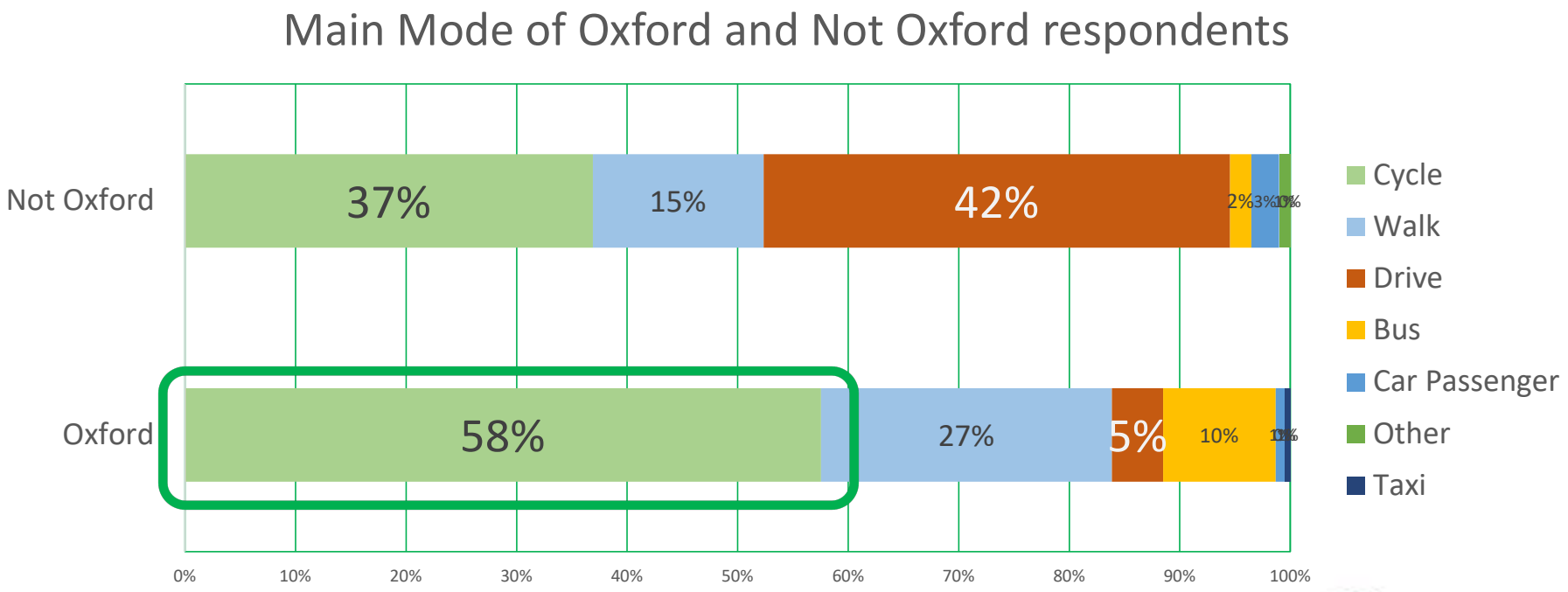
In a cycling culture,
People build their lives round cycling



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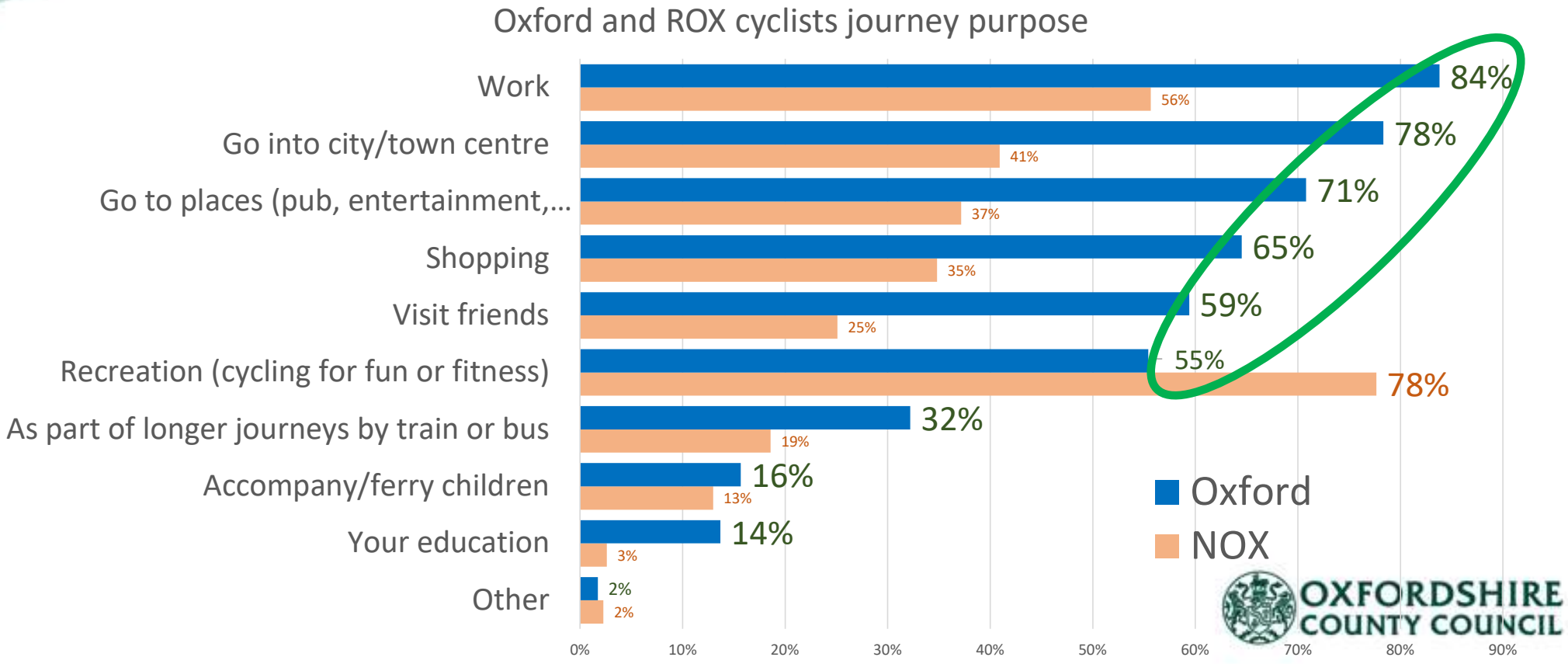
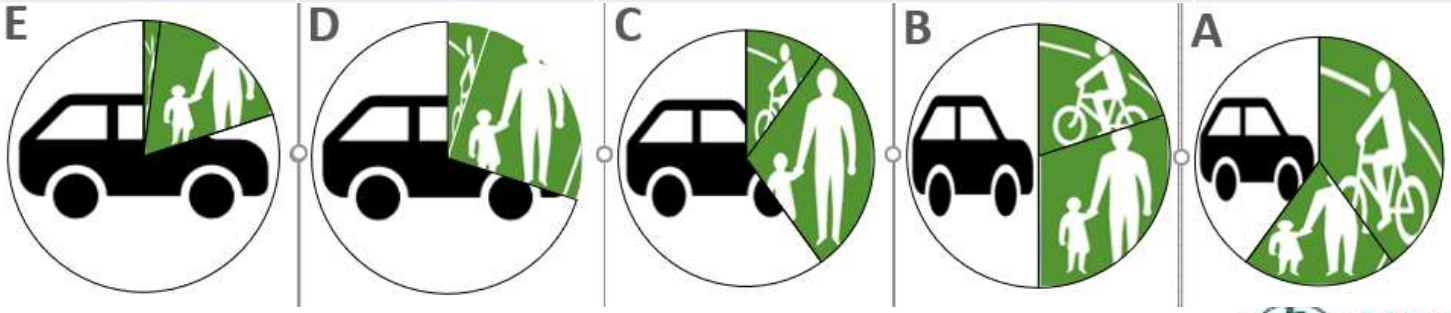
In a cycling culture,

Cycling becomes central for many types of trips



In a cycling culture,

Political support increases for **bold traffic management** necessary to increase cycling

Level	E	D	C	B	A
Mnemonic	Exclude Erode	Do minimum	Committed Comprehensive	**Brave** **Bold**	Ambitious Aspirational
Summary	Exclude needs of cyclists as marginal and unimportant **2%**	Provide basic and often inadequate cycle paths **5%**	Committed to making cycling convenient and comprehensive **10%**	Brave decisions in managing cars to promote cycling **20%**	Ambition and aspiration to put cycling at centre of travel **40%**
Modal Share of town					

CAT scale – Commitment to Active Travel

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Cycling culture
Cycle network

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Making cycling attractive – Twin Equal Priorities

Comfort

Super surfaces

Space to ride

Sociable (ride 2 abreast)

Secure and feel Safe

Speed & Volume of traffic:

- 40mph+ kerb segregation
- 30mph separation
- 20mph sharing with traffic

Direct

Design Speeds

(15-20mph)

No Delays

No Detours

No Deterrents

- Never share with pedestrians
- Able to overtake slower cyclists

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Oxford cyclists – Quickest time 2nd most important main reason for cycling

Choice	Oxford	Not Oxford
1st	Exercise/health (58%)	Exercise/health (85%)
2nd	Quickest time (51%)	Enjoy cycling (65%)
3rd	Environment (49%)	Environment (53%)
4th	Convenient (39%)	Convenient (22%)
5th	Enjoy cycling (34%)	Quickest time
6th	Reliable time (34%)	Reliable time
7th	Cost of bus or taxi	Cost of driving
8th	Cost of parking	Cost of parking
9th	Cost of driving	Cost of bus or taxi

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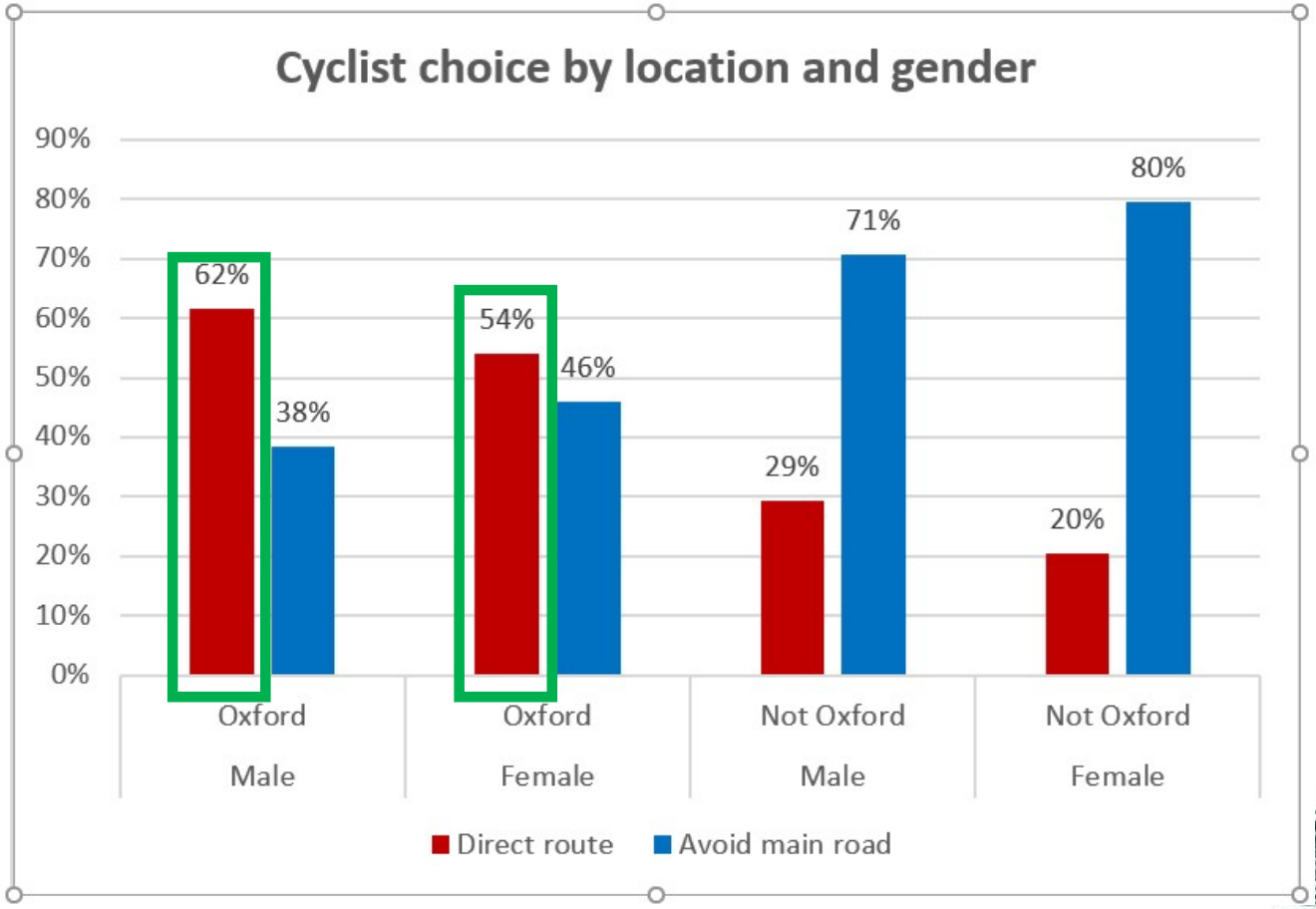
Oxford cyclists (male and female) choose directness



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Cyclists give different weighting to priorities

COMFORT

Cautious
Casual

Child

Quiet Routes

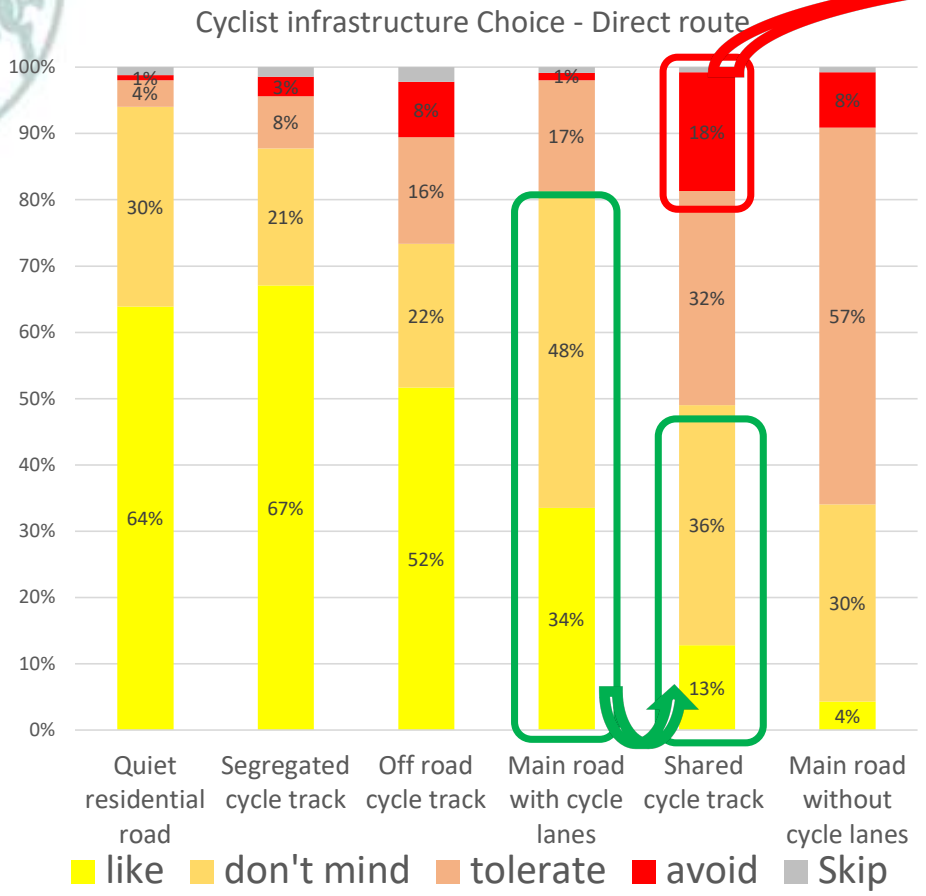
DIRECT

Competitive

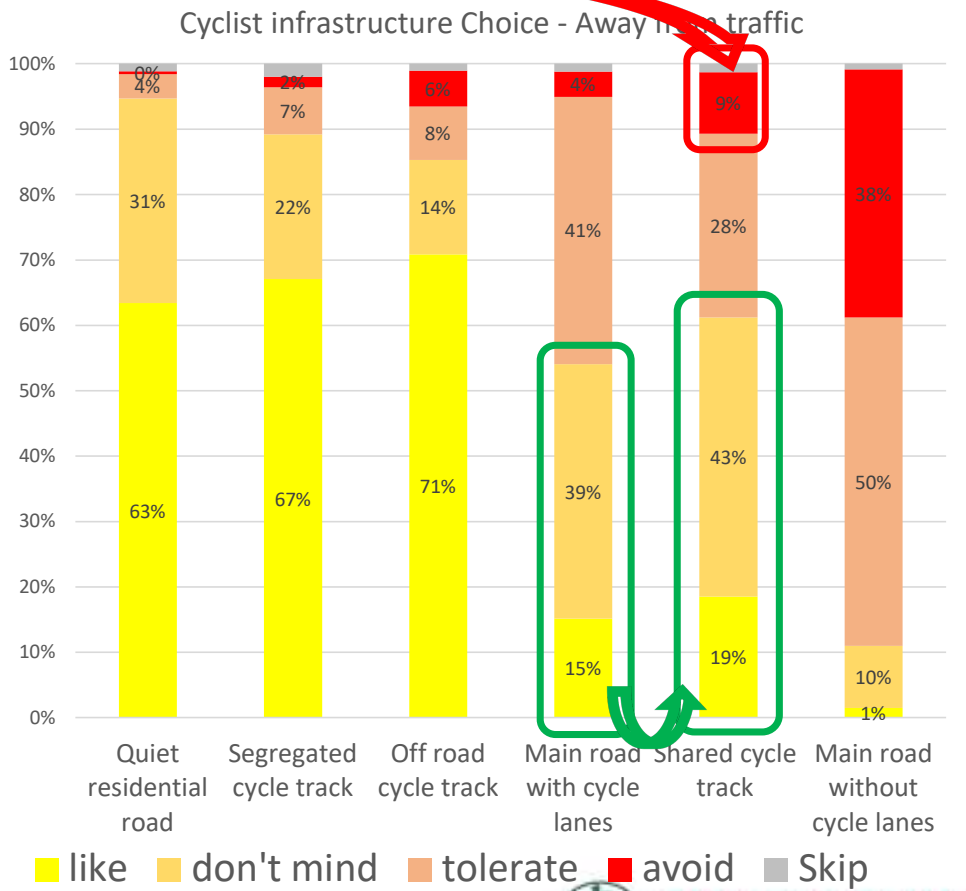
Confident
Commuter

Quick Routes

Cycle lanes most popular 2nd choice on main roads



Direct route cyclists



Quiet route cyclists

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Cycle lanes – second best choice for all

Quickways		Quietways	
Residential	8.6	Residential	8.8
Main road + segregated cycle track	8.5	Main road + segregated cycle track	8.6
Off road cycle path	7.4	Off road cycle path	8.5
Main road with cycle lanes	7.2		
		Main road + shared cycle track	5.6
		Main road with cycle lanes	5.5
Main road + shared cycle track	4.7		
Main road with no cycle lane	4.3		
		Main road with no cycle lane	2.5




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20,000 cyclists gave their views

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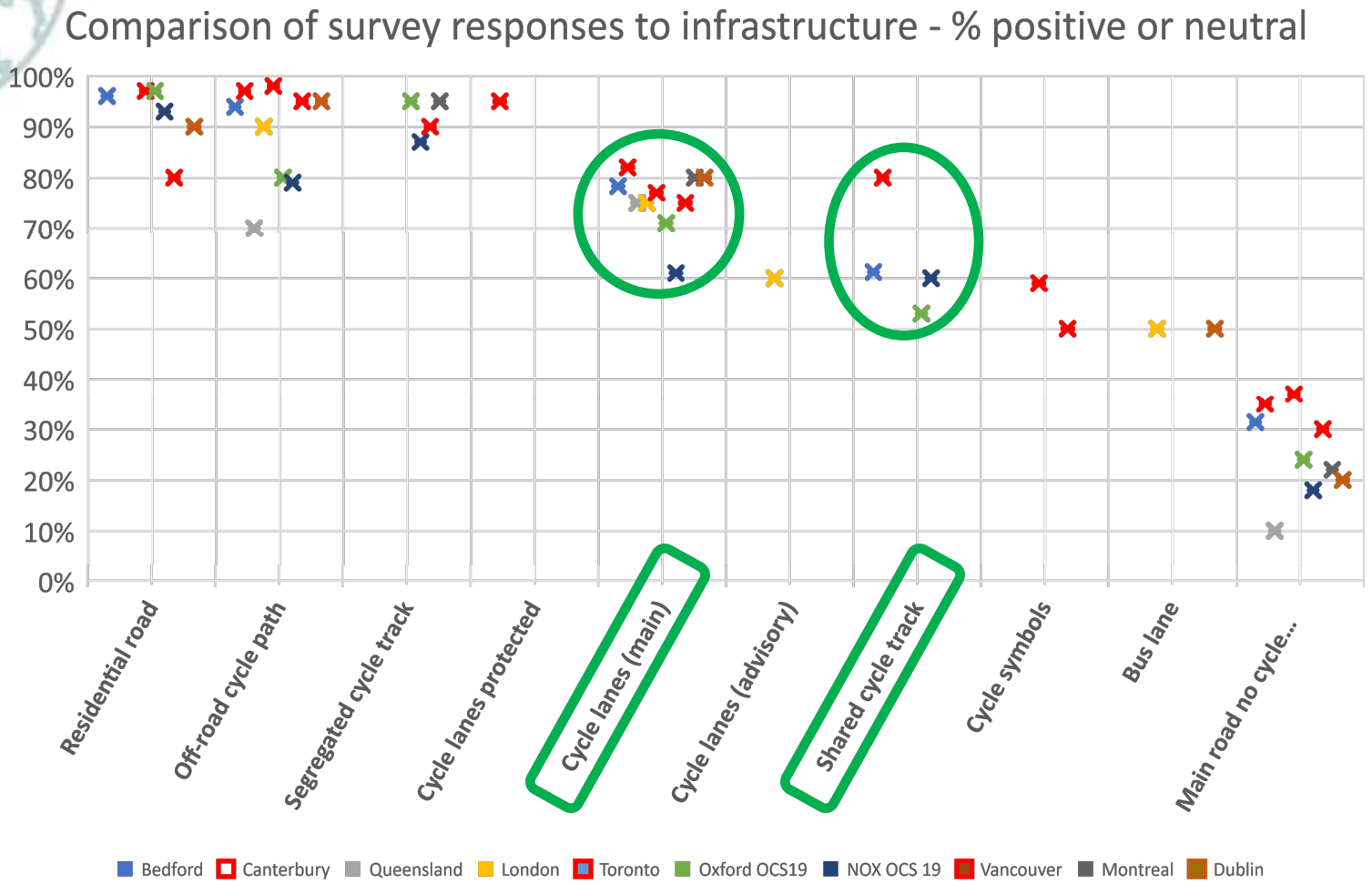
COUNTY COUNCIL

Surveys agree on attractiveness of different options



LIKE

AVOID

Cyclists liked different types of roads and cycle infrastructure

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Fitting it all in (time, space and funding) – meeting our targets

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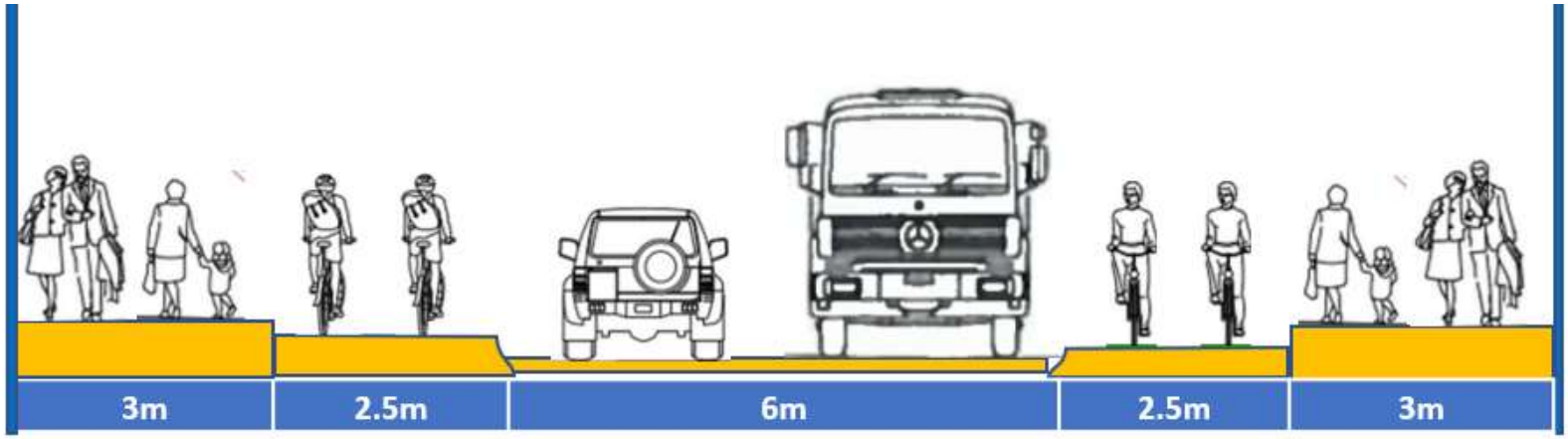
First choice: Width for segregated cycle track
Minimum widths needed is 17m+



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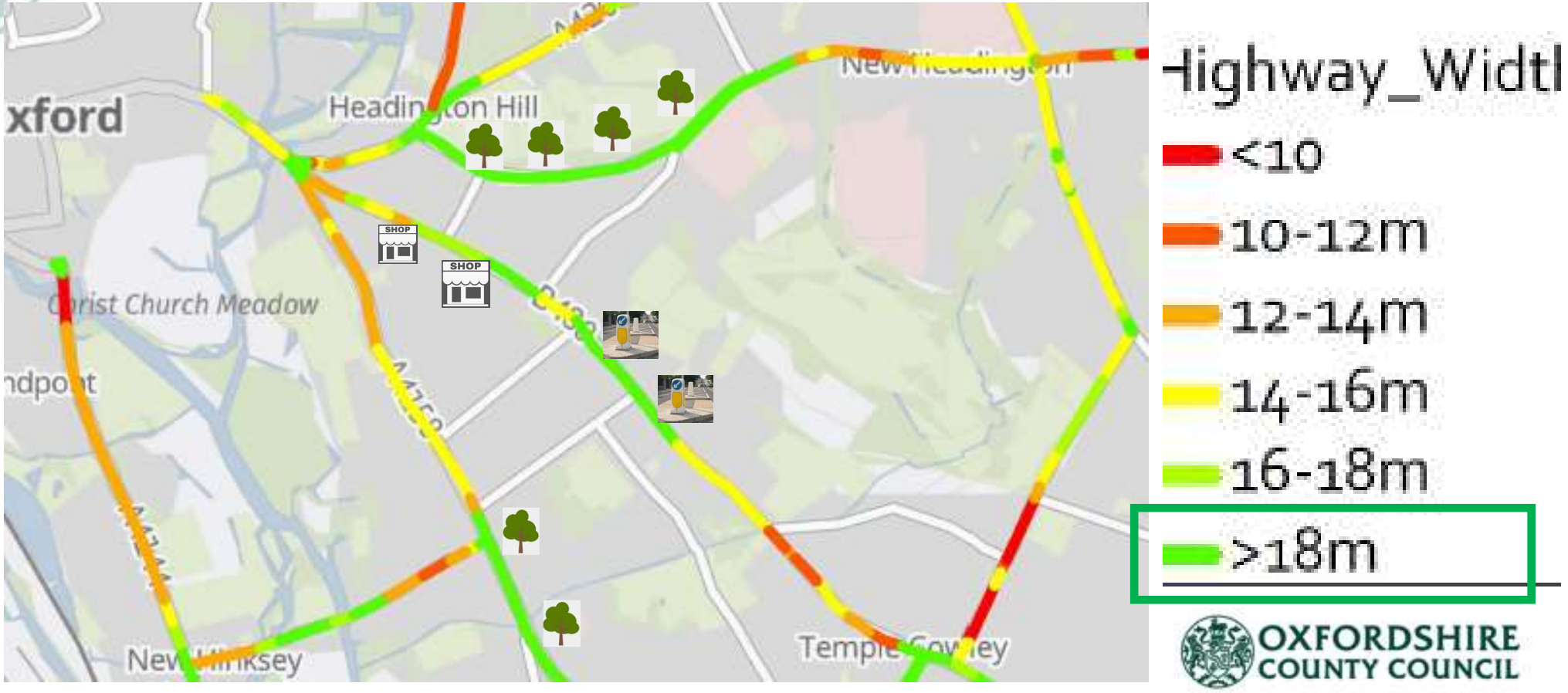
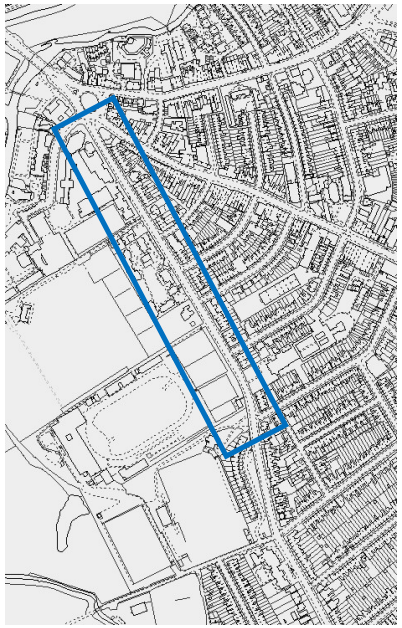
Segregated cycle tracks are not deliverable



Cycle tracks – high cost with minimal impact

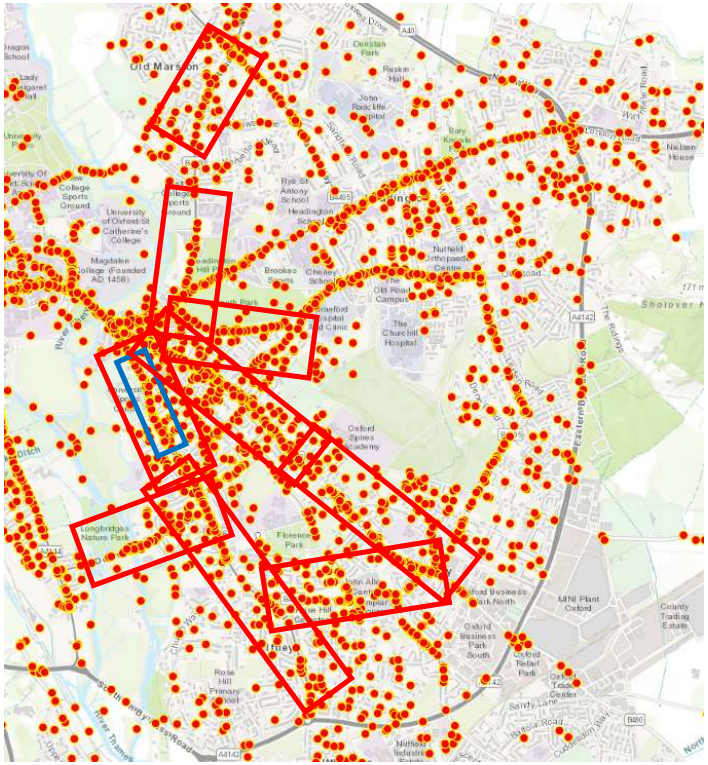
Tranche 2 funding options

1) Cycle tracks



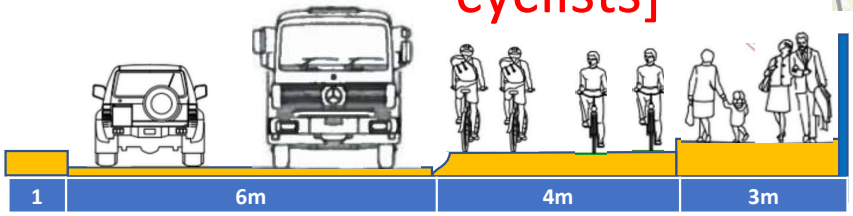
1) LTN 1/20 2-way segregated cycle track [benefits 2000 cyclists]

2) Cycle lanes without kerb changes [benefit 20,000 cyclists]



2) Cycle lanes

Alternative T2 Iffley Road off-road scheme



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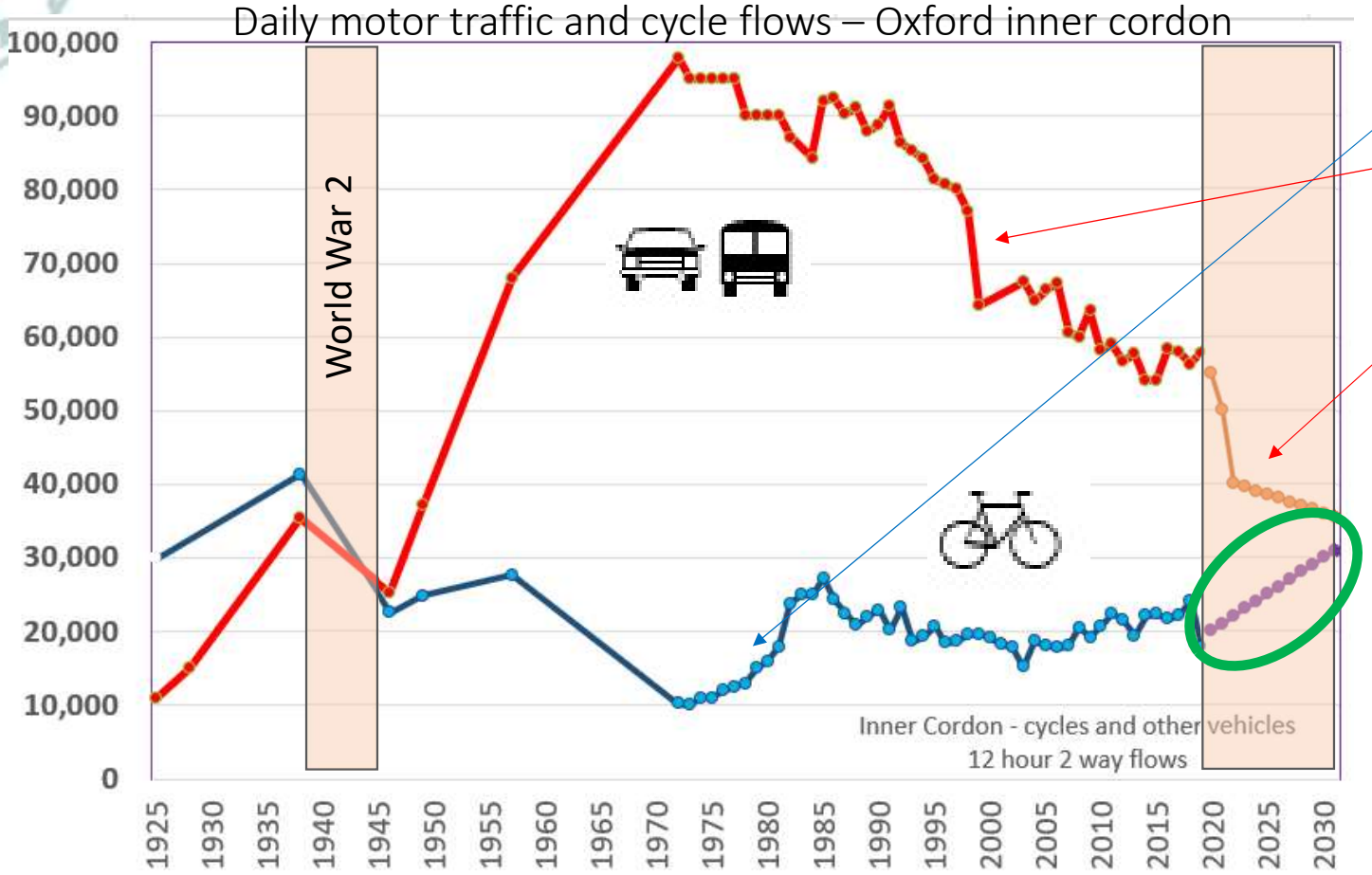
Targets to 2030 – hugely ambitious – urgency to deliver



1973 Balanced Transport Policy

1998 High St Closure

2023 Connecting Oxford

50% increase in cycling by 2030

Inner Cordon from 20,000 to 30,000 cycle trips per day

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Dual Cycle Network maximises the benefits for all cyclists

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Dual choice network

Quickways

Routes along main urban roads

- Priority: directness
  - Design speed 20 mph
  - Continuous
  - Separated from but alongside traffic
  - Minimise diversion, delay or need to stop

Quietways

Routes along paths or residential streets

- Priority: comfort
  - Design speed 15 mph
  - Continuous
  - Minimise need to interact with traffic
  - May need to stop e.g. for crossings or be delayed by junctions, passing pedestrians etc

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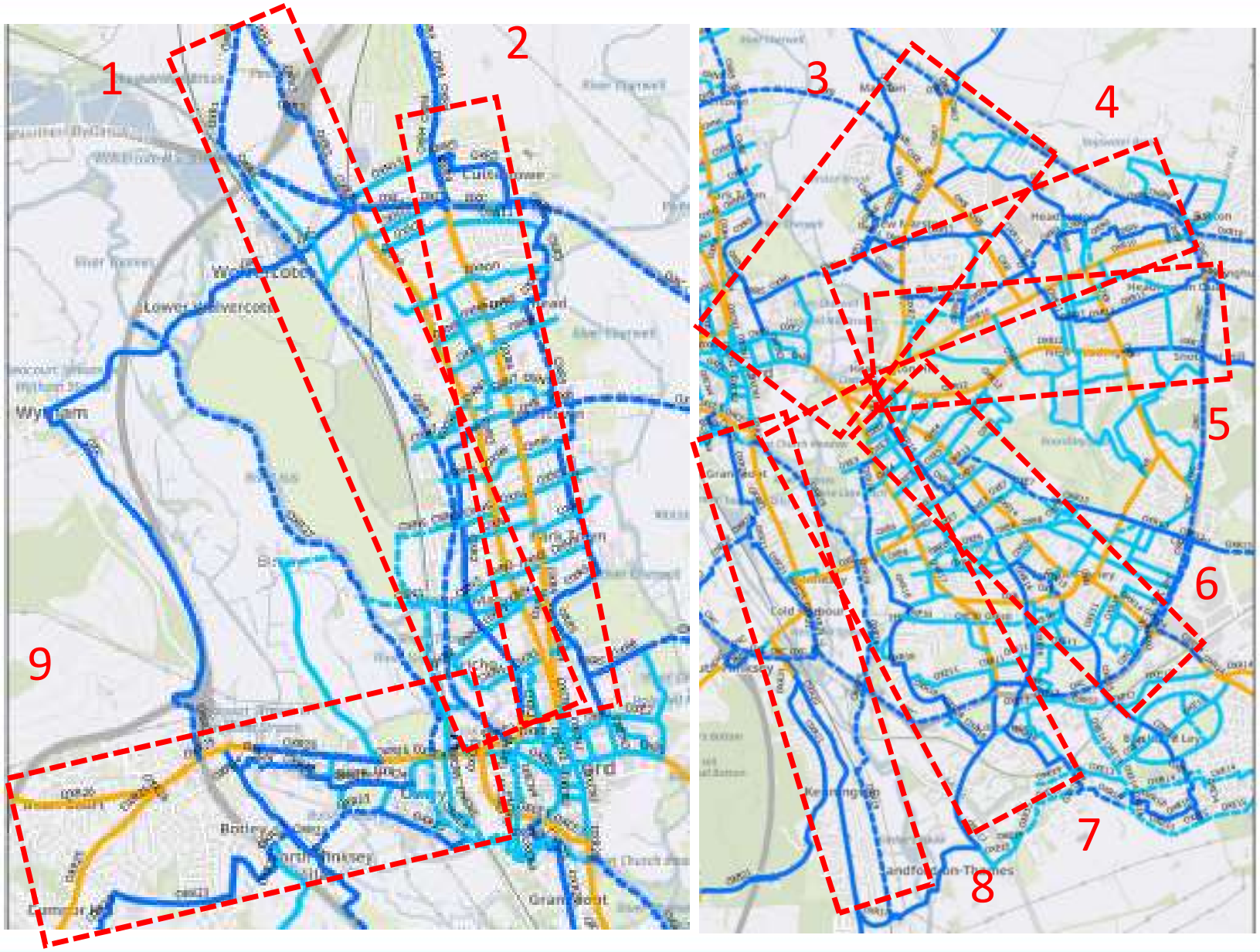
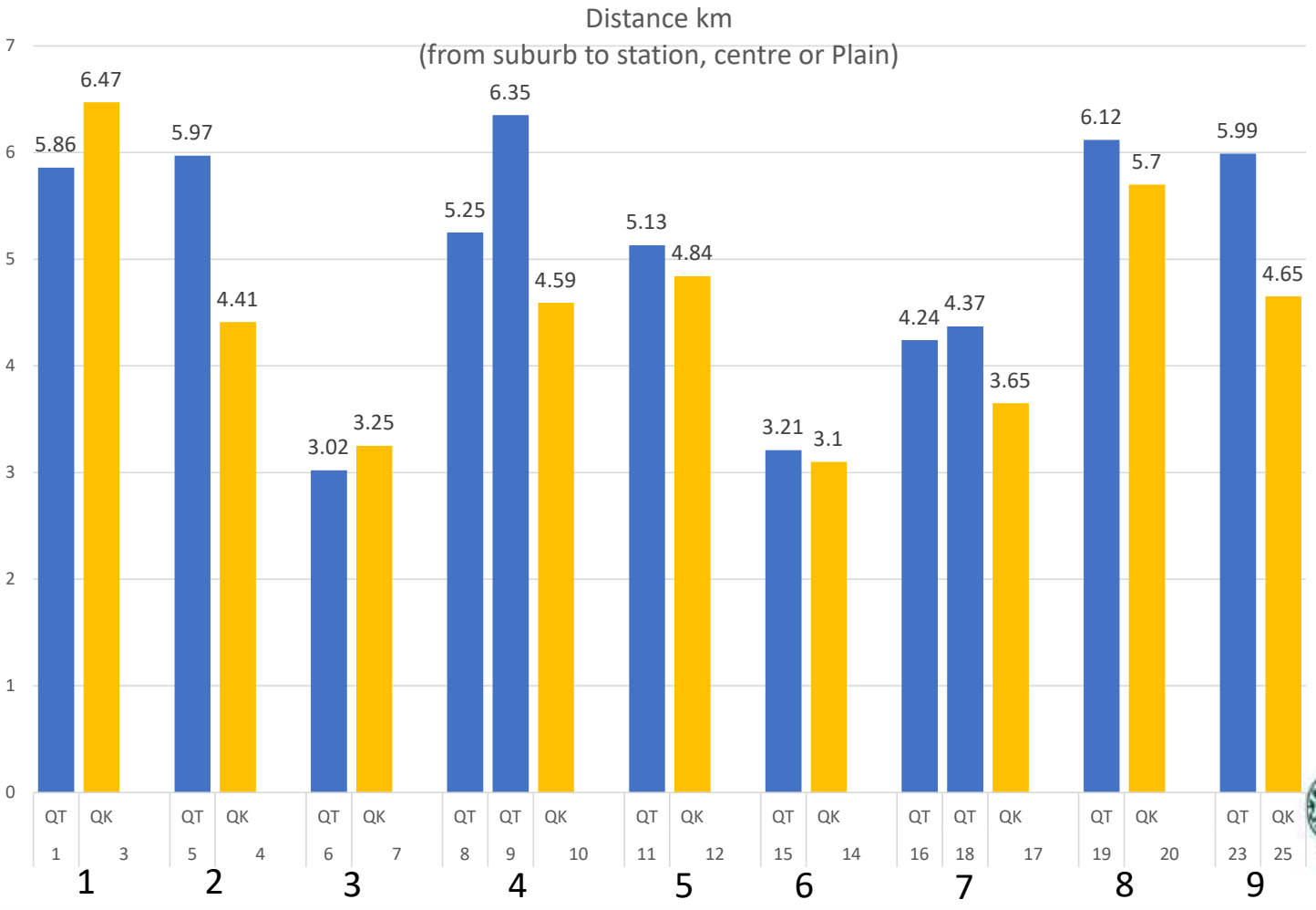
Dual choice network Quickways and Quietways

Every residential neighbourhood has a realistic route choice for confident and less confident cyclists



Oxford Quickways/Quietway similar lengths



% differences:

QT Shorter
1 (-10%)
6 (-8%)

QT longer
15 (3%),
11 (6%),
19 (7%),
16 (14%),
18 (16%)
23 (22%),
5 (26%)
9 (28%)

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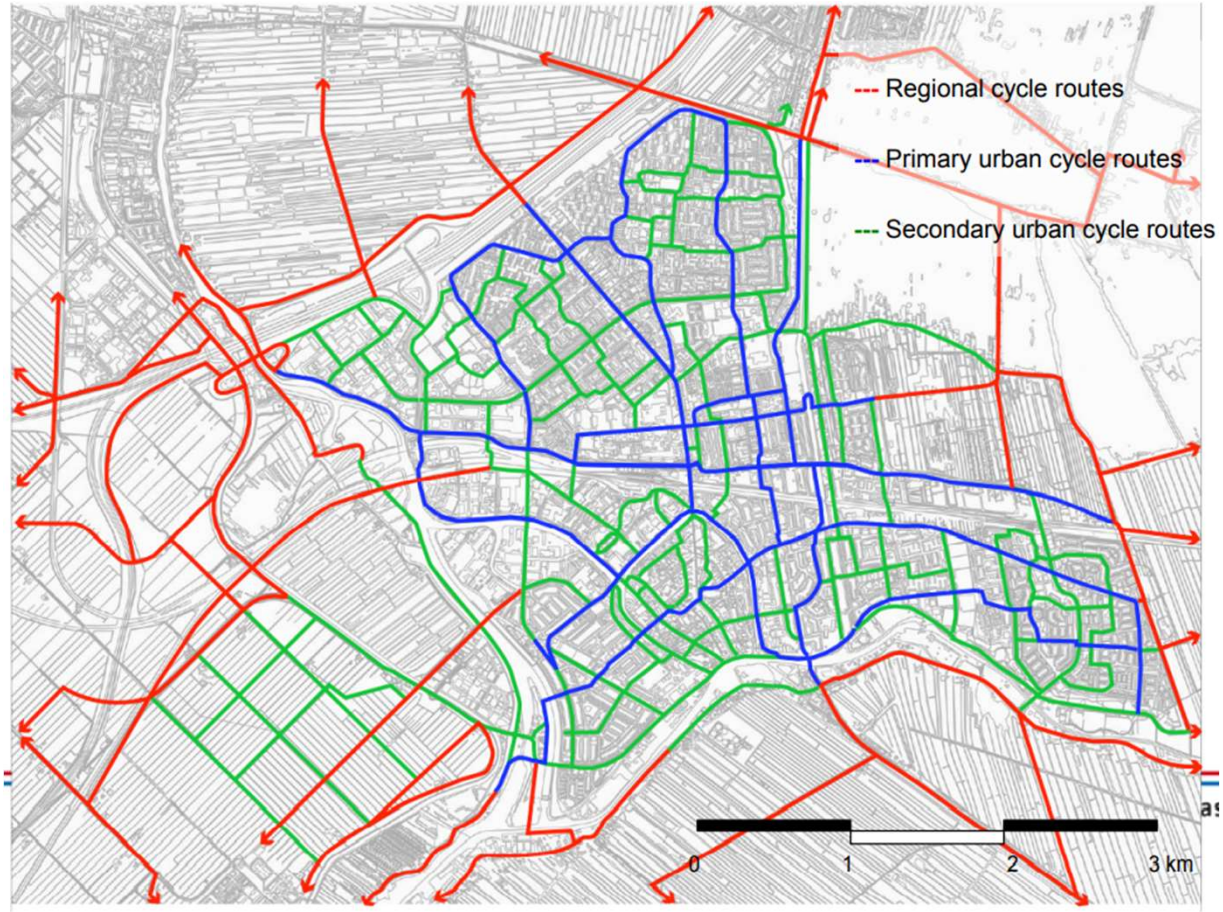
Cycle Network hierarchy in Gouda NL



Coherent

Comprehensive
Comprehensible
Compact
Connected
Continuous
Consistent
Capacity

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But are cycle lanes safe?

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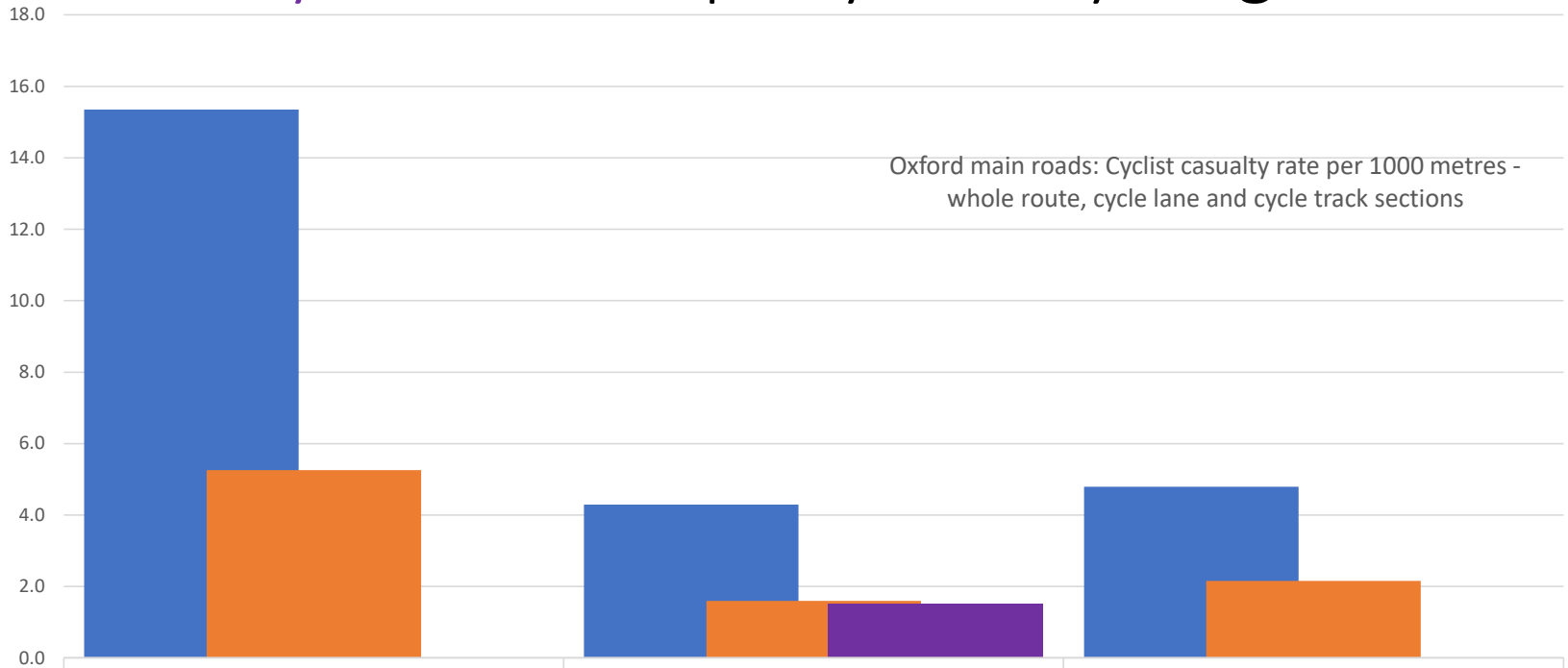
Cycle lanes and cycle tracks equally safe by length



	City Centre	Main routes	All routes
Whole route	15.4	4.3	4.8
Cycle lanes	5.3	1.6	2.2
Cycle tracks		1.5	

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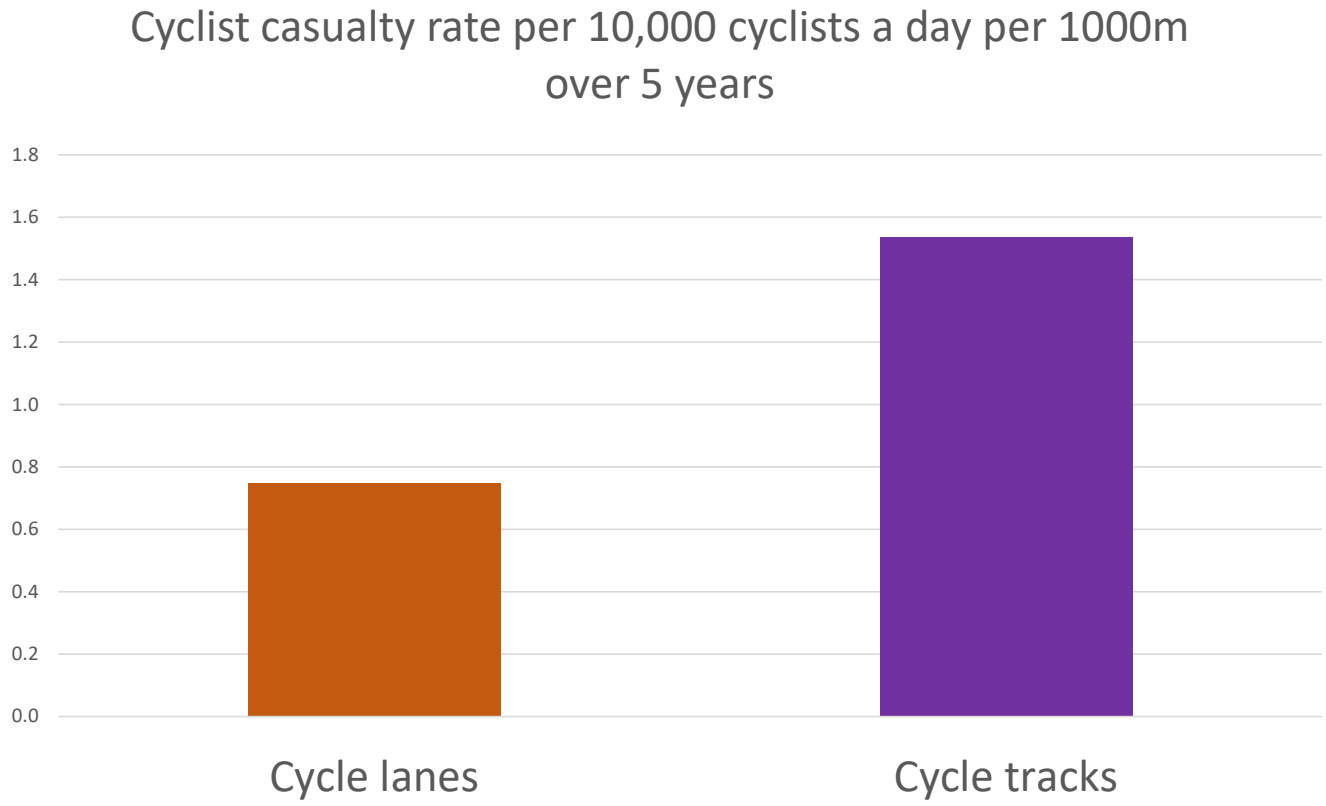
And cycle lanes are much safer by cycle trips



Each day, in Oxford, there are around

20,000 cycle trips on cycle lanes

10,000 cycle trips a cycle tracks

Data calculated by taking the daily cycle flows over the longest stretch of each type (cycle lane/cycle track) for each cycle route outside the city centre. City centre cycle lanes are not included in the calculations

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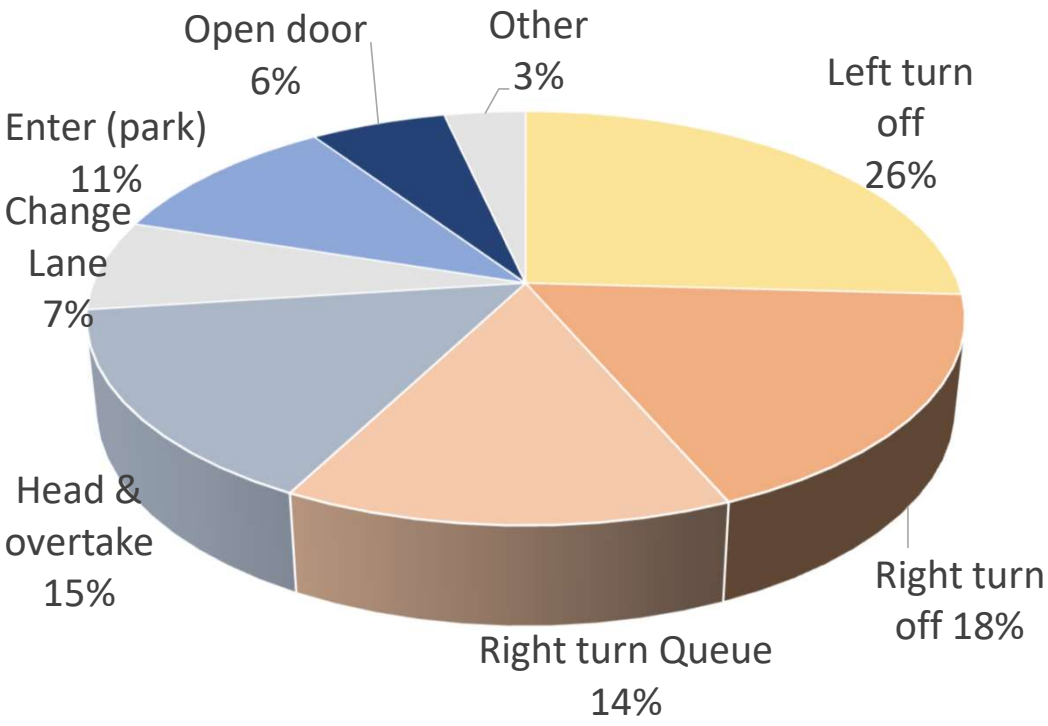
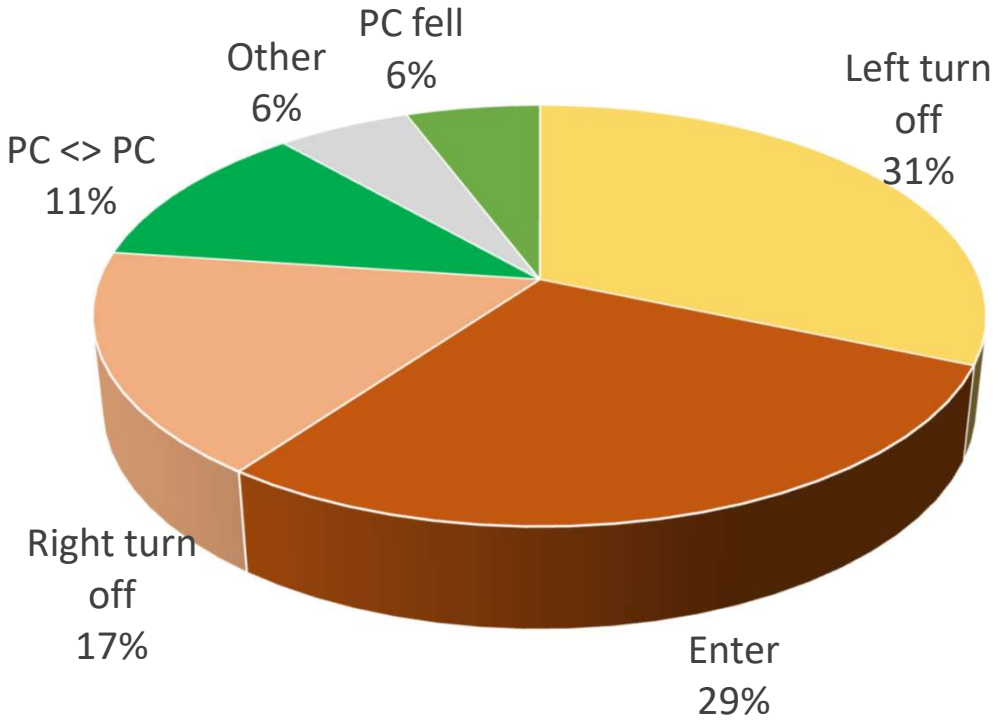
Vehicle manoeuvres leading to cyclist casualty

Cycle lanes



Cycle tracks



New cyclists

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Churn: Nearly all new cyclists are current cyclists cycling more

QC9: Compared to this time last year, would you say you have cycled ...?
Base: All excluding those who did not cycle this year or last (446)

Source:2011 TfL survey "attitudes towards cycling"

Thank you!

Patrick Lingwood

Active Travel Lead

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