

# Quickways

## Frequently asked questions

### What is a Quickway?

A quickway is a cycle route on a main urban road that is designed to provide a direct route for cyclists by offering:

- a continuous cycle route with minimum 1.5m width where space permits
- on-road symbols in most instances, and advanced stop lines for junctions and crossings
- a 20mph continuous cycle speed where possible
- some segregation from motorised vehicle traffic

### What is a Quietway?

Quietways are well-connected cycle routes, with similar principles as quickways but following highway routes with lower traffic activity and are less direct. Quietways are primarily parts of the Low Traffic Neighbourhoods (LTN) proposals. They generally consist of cycle symbols on the carriageway to guide cycles along the route. Parks Road was included in this consultation as a proposed Quietway because it provides a link into the Banbury Road/St Giles Quickway and the proposed works consist of more than just cycle symbols.

### How are the Quickways and Quietways being funded?

The proposals are being funded from Tranche 2 of the government's Active Travel Fund approved in November 2020 and are designed to upgrade Oxfordshire's infrastructure to increase rates of walking, cycling and use of rented e-scooters.

### Why is the Council proposing Quickways, and why have these routes been chosen?

The proposed quickways will form part of the comprehensive cycle network outlined in the Council's Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) which contains a range of policies to increase walking and cycling. This includes specific targets to increase cycling by 50% across Oxford, particularly in deprived areas where cycling levels are low.

As part of the LCWIP development the Oxfordshire Cycle Survey was undertaken in 2019 and found that cyclists welcomed the quickest most direct journeys possible when cycling in Oxford even if that meant sharing a road with traffic. This survey outcome led to the development of the quickways that are being presented for public consultation. Feedback from the Quickways consultation helped the council to prioritise the schemes

An informal public consultation exercise undertaken during September and October 2022. A total of 1,448 responses to the online questionnaire were received plus 185 emails. Overall, the majority of respondents supported the Quickway proposals with 75% in favour, 21% objecting and 4% returning a neutral response. This was mirrored across those residents within and outside the areas.

A statutory consultation was undertaken between 11 November – 17 December 2021 for the Traffic Regulation Orders required to make alterations to the highway, which received a total of 909 responses of which 824 were via questionnaire and 85 written submissions (email/letter). Overall, the responses generally mirrored those of the informal consultation with high levels of support across all the proposed Quickways, Quietways and 20mph routes.

### **Where are the proposed Quickways in Oxford?**

The schemes confirmed to be implemented are:

- 20mph speed limits
- Cowley Road/Oxford Road
- Iffley Road/Rose Hill
- Morrell Avenue/Warneford Lane
- Marston Road
- Donnington Bridge Road

### **What are the benefits of a quickway?**

Quickways offer faster, direct cycle routes in and out of the city centre with little or no diversion. They link to routes called Quietways which use lower trafficked roads through local mainly residential streets.

### **Why is so much road space being given over to cycling?**

The public highway is not exclusively for the use of motorised vehicles and needs to provide an efficient and cleaner travel option for all users. Oxfordshire County Council's active travel programme aims to increase cycling, walking and sustainable travel by providing infrastructure such as Quickways and Quietways. It is all part of a commitment to reduce carbon emissions, support a sustainable recovery from the pandemic and make Oxfordshire a healthy place to live, work and visit for us all.

### **Will the quickways impact my bus stop? Are any bus stops being removed?**

No bus stops are being removed but a few stops will be moved slightly or adjusted to allow pedestrian crossings to be included or to allow changes to the highway to accommodate cycle lanes.

## How will parking change? Are there plans to remove parking bays?

In order to facilitate safe routes for cyclists it will be necessary to remove a mixture of permit parking, time restricted parking bays and open access parking along most sections of these proposed routes. We have estimated the number of vehicle spaces likely to be lost along each route as detailed below:

### Estimated number of car parking spaces lost

St Clement's Street	10
Church Cowley Road/Between Towns Road	91
Cowley Road/Oxford Road	195
Iffley Road/Henley Avenue/Rose Hill	132
Marston Road	37
Morrell Avenue/Warneford Lane	135
Donnington Bridge Road	49
<b>Total</b>	<b>649</b>

*Table 1: Estimated parking spaces lost*

An overview plan of the parking plan is available online

## How have the number of spaces been calculated?

The average length for a parking bay is normally calculated as 5 metres. This allows for different vehicle lengths and allows space for vehicles to manoeuvre. Site visits were carried out to determine the available parking spaces including resident parking bays, restricted parking bays and unrestricted areas as well as accounting for access to property. Single yellow line restrictions were not included in the calculations.

## I currently park on a proposed Quickway route, where am I going to be able to park?

While resident permit holder bays will be lost on most of the Quickway routes you will still be able to park in the side roads either as a permit holder in Controlled Parking Zones or where there are unrestricted parking spaces.

## Where will my visitors be able to park?

Where residential permit holder parking bays have been removed, those with [visitor parking permits](#) will be able to park on side roads with their existing permits in Controlled Parking Zones or where there are unrestricted parking spaces.

## I work in the area and park on one of the proposed routes, where am I going to be able to park?

If your business has a parking permit you will still be able to park on the side roads or in [Controlled Parking Zones](#) or where there are unrestricted parking spaces. You can also take advantage of the numerous park and rides and car park options in Oxford.

### **Where will I be able to park for shops and restaurants?**

Where residential permit holder parking bays have been removed, those with [visitor parking permits](#) will be able to park on side roads with their existing permits in Controlled Parking Zones or where there are unrestricted parking spaces.

### **If you are removing street parking, can I park on my own property?**

Yes, you can park on your own property providing that there is sufficient space, you are not crossing another person's land to park there, and you have a dropped kerb. To see more about applying for access permissions and a dropped kerb, there are more details on our [website](#). There is a charge for setting up this access.

You will not be able to park where there is a grass verge such as Morrell Avenue as this is part of the highway and covered by the parking restrictions.

### **Will the Council monitor the impact loss of parking has on neighbouring streets?**

Yes, the county council will monitor the impact of the loss of parking along the quickway routes following installation. It is possible that shifting parked vehicles from these routes onto adjacent streets could cause a shortage in parking spaces. This could be accommodated by an increase in active travel through improved facilities in the area as some residents become less reliant on motorised vehicles.

### **Can I make deliveries to businesses and other properties on a Quickway or a Quietway?**

Yes, but not within rush hour. The majority of the Quickways restrict loading to specific times: in Oxford this is usually between 7.30am – 9.30am and 4pm - 6pm.

### **Will Blue Badge holders be allowed to park in the cycle lanes?**

Blue badge holders should not park in 24-hour mandatory cycle lanes which are marked using a solid white line.

Advisory cycle lanes which are marked using a dashed line will be supported by single yellow lines, double yellow lines and in some cases loading restrictions. While it is not recommended that blue badge holders park in cycle lanes, they may park on most single or double yellow lines for up to 3 hours, as the terms of the badge and parking area permit.

Blue badge holders may not park where loading restrictions apply -(indicated by yellow markings on the kerb and upright signs indicating the restriction times).

### **How many blue badge parking bays are being removed?**

One residential blue badge parking bay will be removed from Iffley Road.

## **I am a carer, how am I meant to provide care support if I cannot park my vehicle near to where I am caregiving?**

There are approximately 2000 carer cards in operation in Oxford. The carer cards allow the user to park in resident permit holder bays. Carer cards include the following:

- Residential Carers cards for residents who have regular care
- NHS Permits for NHS staff visiting homes
- Help to Live at Home carers permits for carers of patients discharged from hospital and receiving a care plan

Those with permits will be able to park on side roads with their existing permits in Controlled Parking Zones or where there are unrestricted parking spaces.

## **What does a Quickway look like?**

Below are descriptions and images of what you might expect to see along a Quickway route.

### **Mandatory Cycle Lanes**

A mandatory cycle lane is marked by a solid (unbroken) white line and other motor vehicles are not permitted to enter it. These cycle lanes are coupled with double yellow lines and therefore subject to the parking criteria stated above.



### **Advisory Cycle Lanes**

Advisory Cycle Lanes are marked by a dashed white line and can be entered by motor vehicles particularly when passing a large oncoming vehicle. These are used when the highway width is insufficient for mandatory cycle lanes and used to encourage drivers to provide the appropriate space for cyclists whenever possible. These cycle lanes also have double yellow lines and also subject to the parking criteria stated above.



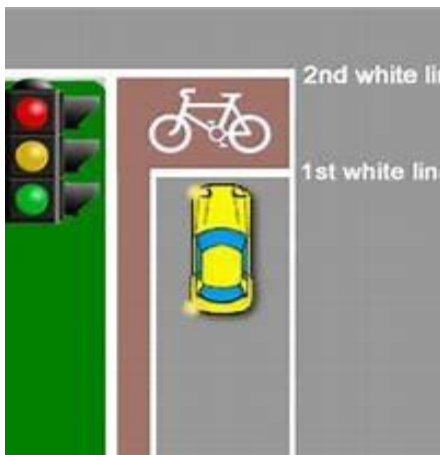
## Cycle Symbols

Cycle symbols painted on the highway are used where the carriageway width is not sufficient for either advisory or mandatory cycle lanes. They are used to denote that this section of highway is part of the cycle network and either a Quickway or a Quietway and to raise the awareness of motorists to cyclist's presence.

## Advanced Stop Lines

Advanced stop lines or ASLs provide cyclists with a safe place to stop at busy signal junctions and crossings. They allow them to get ahead of other traffic particularly when making right and left turns at junctions and are planned at all signal junctions and pedestrian crossings along the proposed quickway cycle routes.

## Examples of an advanced stop line



## Wands and Orcas

Wands can be placed along the edge of a cycle lane to separate cyclists from other road users. They are very visible, flexible thin plastic bollards that clearly indicate the course of a cycle lane. Orcas provide a small, visible plastic hump which adds to the segregation but can narrow the width of the cycle lane or the highway depending on the location. Wands can also be used with or without orcas.



**Example of  
cycle wands  
and orcas**





## Elephants' feet

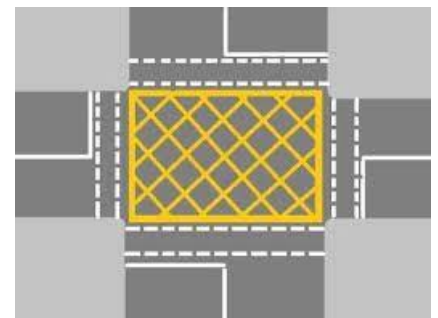
Elephants' feet are a row of square road markings on the highway which show cyclists where to cross the carriageway and highlight to drivers where to expect to see a cyclist. They are not a priority marking or a give-way point but act as a guide when a cycleway crosses a road or junction.

### Example of elephants' feet



## Yellow box marking

Yellow box junctions are indicated by criss-cross yellow lines painted on the road and are a good way to keep a junction clear to reduce traffic congestion and prevent collisions with competing or turning traffic. They can also be used to keep an area of road space or an entrance free to ensure safe passage of emergency vehicles or public transport. A yellow box junction does not require any other signage and is part of the highway code.



### Example of a Yellow Box Markings

## Zebra crossing

A Zebra crossing gives priority to pedestrians and ensures that vehicular and cycle road users are required to stop when someone is waiting at the crossing. Zebra crossings have white and black striped road markings, and striped poles with a flashing orange light (Belisha beacon). Some crossings may have a separate cycle lane and are called a Parallel crossing.

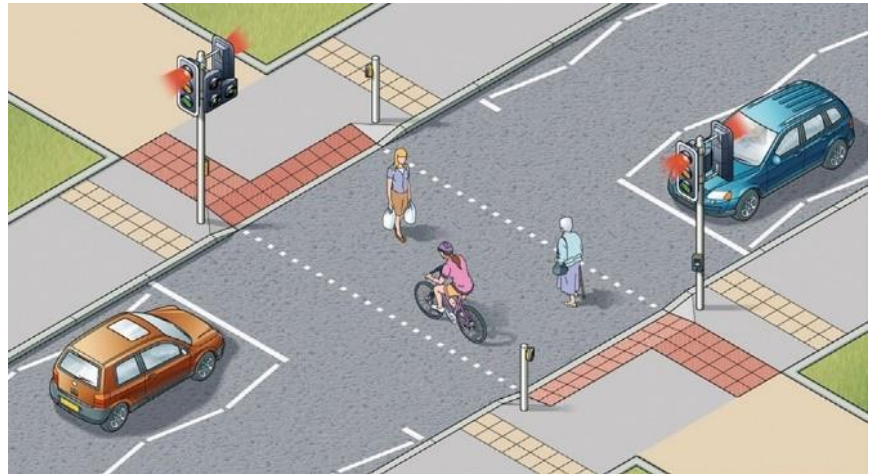
### Example of a Zebra crossing



## Toucan crossing

A Toucan crossing means pedestrians and cyclists can cross at the same time and that cyclists don't need to get off their bike to get across. Some crossings may provide a separate cycle lane.

### Example of a Toucan Crossing



## Parallel Crossing (Tiger Crossing)

A Parallel Crossing sometimes referred to as a Tiger Crossing combines a pedestrian zebra with a crossing for people on bikes

### Example of a Parallel Crossing



## Raised platform or flat road humps

Raised platforms (or raised tables) are road humps that are flat on the top so pedestrians can cross the junction more comfortably. They are used regularly at junctions in Oxford and already appear on side roads such as Iffley Road/Cowley Road/Abingdon Road. Example of a Raised Platform or Flat Road Hump.

### Example of a Raised Platform or Flat Road Hump





## **20mph Roads**

Some sections of the quickway routes will become 20mph roads to improve cyclist and pedestrian safety. This will not include any physical measures other than those implemented for cyclists and enforced through the usual processes. The [map](#) included in the Plans section shows the 20mph routes that are both existing and proposed; and the quickway routes with 20mph limits - these being:

- Marston Road
- Cowley Road (Bartlemas Close to Cumberland Road)
- Iffley Road (Temple Street to Donnington Bridge Road)
- Donnington Bridge Road
- Church Cowley Road / Between Towns Road

We are consulting with the emergency services, refuse collection services and bus operators as key stakeholders as part of the ongoing consultation processes. All the key stakeholders are aware of the 20mph proposals, and we will continue to seek their views on this and the quickway cycle routes.

### **What consultation has been undertaken?**

The county council consulted with city and county councillors, emergency services, refuse collectors and key stakeholders such as schools, community groups and health bodies earlier this year. Businesses and residents are now being consulted, the consultation will run between 20 September 2021 – 31 October 2021 and include this online tool, online drop-in sessions and meetings with interest groups which have already started.

### **What happens next?**

The county council consulted with city and county councillors, emergency services, refuse collectors and key stakeholders such as schools, community groups and health bodies earlier this year. Businesses and residents were consulted including holding online drop-in sessions, and a consultation ran between 20 September 2021 – 31 October 2021.

A statutory consultation for a Traffic Regulation Order (TRO) to implement the decisions resulting from this consultation was undertaken between November and December 2021 resulting in 75% of residents responding in support of the quickways proposals.

The outcome of both consultations was presented in a report for Cabinet on 24 January 2022, where it was decided to proceed with implementation of some of the proposed quickways – there are details of this on our webpage.

Works began to implement the quickways in spring 2022 and are continuing through the summer