

Divisions affected: Iffley Fields and St Mary's

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

21 MARCH 2024

OXFORD: HOWARD STREET & SILVER ROAD – PROPOSED AMENDMENT TO RESIDENTS PARKING PLACES TO ACCOMMODATE CYCLE ACCESS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following proposals as advertised:
 - a) New 'No Waiting at Any Time' (double yellow lines) parking restrictions on Howard Street in place of existing 'Permit Holders only' parking places,
 - b) the removal of the existing pedestrian guard railing adjacent to the dropped kerb by Flower Lane, with appropriate measures (including signing & lining) introduced to help mitigate the risk of conflicts between pedestrians and pedal cyclists, and a dropped kerb to be installed on the north side of Howard Street in line with the one on the south side, and
 - c) new 'on-carriageway' cycle parking places on the northeast side of Silver Road, by its junction with Barnet Street.

Executive summary

2. This report presents responses to a consultation on two proposals to facilitate active travel in the Howard Street area.
3. Firstly, at Howard Street to facilitate access cycle and pedestrian access between the Boundary Brook Road area and Howard Street (and the wider road network within the East Oxford LTN area) it is proposed to remove the pedestrian guard railing by the existing dropped kerb on Howard Street at Flower Lane, and also to introduce no waiting at any time restrictions as shown in **Annex 1**.
4. The guard railing was installed following safety concerns that child pedestrians sometimes ran from Flower Lane into Howard Street. A search of the collision

database back to 1980 shows the following two incidents in the vicinity – though in neither case was it confirmed the pedestrian had entered Howard Street from Flower Lane:

- *17/05/2002 – child pedestrian ran into road from south side of Howard Street from between parked cars and was struck by a car. Slight injury sustained by pedestrian.*
 - *13/07/2011 – pedestrian crossed road from south side and was struck by a car. Slight injury sustained by pedestrian.*
5. Although the installation date for the guard railing is unknown it may well be that it was installed following the pedestrian collision in 2002 [Google 'street view' imagery confirms it was in place by 2008].
 6. Secondly it is proposed to introduce new 'on-carriageway' cycle parking places for 5 metres on the northeast side of Silver Road by its junction with Barnet Street, as shown in **Annex 2**. The position of the parking will also serve to help prevent motor vehicles illegally driving on the footway at this location.
 7. The final design of the cycle parking infrastructure will be confirmed should approval be given following completion of the consultation process.

Financial Implications

8. Funding for the proposals, including consultation will be met from the Accessibility and Road Safety Fund.

Equality and Inclusion Implications

9. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

10. The proposals seek to facilitate safe and convenient walking and cycling.

Formal Consultation

11. Formal consultation was carried out between 01 February and 01 March 2024. A notice was published in the Oxford Times Newspaper and street notices paced on site. Emails were sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups,

Oxford City Council, , and the local County Councillor representing the Iffley Fields and St Mary's division.

12. 129 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total
Howard Street	25 (19%)	6 (5%)	92 (71%)	6 (5%)	129
Silver Road	7 (5%)	7 (5%)	86 (67%)	29 (23%)	129




13. Additionally, a further eight emails were received, comprising of three objections, three raising concerns, one in support, and one non-objection from Thames Valley Police.
14. The full responses are shown at **Annex 3**, and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

15. Thames Valley Police did not object to the proposals.
16. Expressions of support for both proposals were received from a local Oxford City Councillor and Cyclox and another local group representing cyclists; in expressing support both groups also requested that a dropped kerb was provided on the north side of Howard Street opposite the existing one on the south side to facilitate access for pedestrians.
17. The remaining responses (125) were from members of the public, the majority being local residents. While a clear majority of these responses were supportive of both proposals, 25 objections were received in respect of the proposals for Howard Street and 7 in respect of those for Silver Road.
18. The objections to the Howard Street proposals focussed firstly on the loss of two residents parking places given the parking pressure in the area and secondly safety concerns in respect of the proposed removal of the guard railing and the risk that pedal cyclists might travel at speed both along Flower Lane and also across the Howard Street footway and into Howard Street, posing a risk to pedestrians in particular but also leading to a risk of collisions between cyclists and motor vehicles.
19. In respect of the loss of parking, the proposed no waiting at any time restrictions will both ensure that access to the dropped kerb by Flower Lane is not obstructed by a parked vehicle, and also provide adequate visibility of vehicles travelling along Howard Street. While acknowledging that there are still parking pressures, the CPZ introduced in 2019 significantly addressed these in the overall CPZ area to the benefit of residents.


Drawing No. _____

Key

-  Proposed No Waiting at Any Time parking restriction in place of existing residents only parking places
-  Proposed removal of existing pedestrian barrier
-  Existing residents only parking places to remain

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA078805

Rev.	Date	Purpose of revision	Drawn	Checked	Approved


OXFORDSHIRE COUNTY COUNCIL
 Bill Cotton
 Corporate Director for Environment and Place
 Communities
 Oxfordshire County Council
 County Hall
 Oxford
 OX1 1ND
 Tel: 0345 310 11 11
 Fax: (01865) 241577

Project title
 PROPOSED AMENDMENT TO RESIDENTS ONLY PARKING PLACES

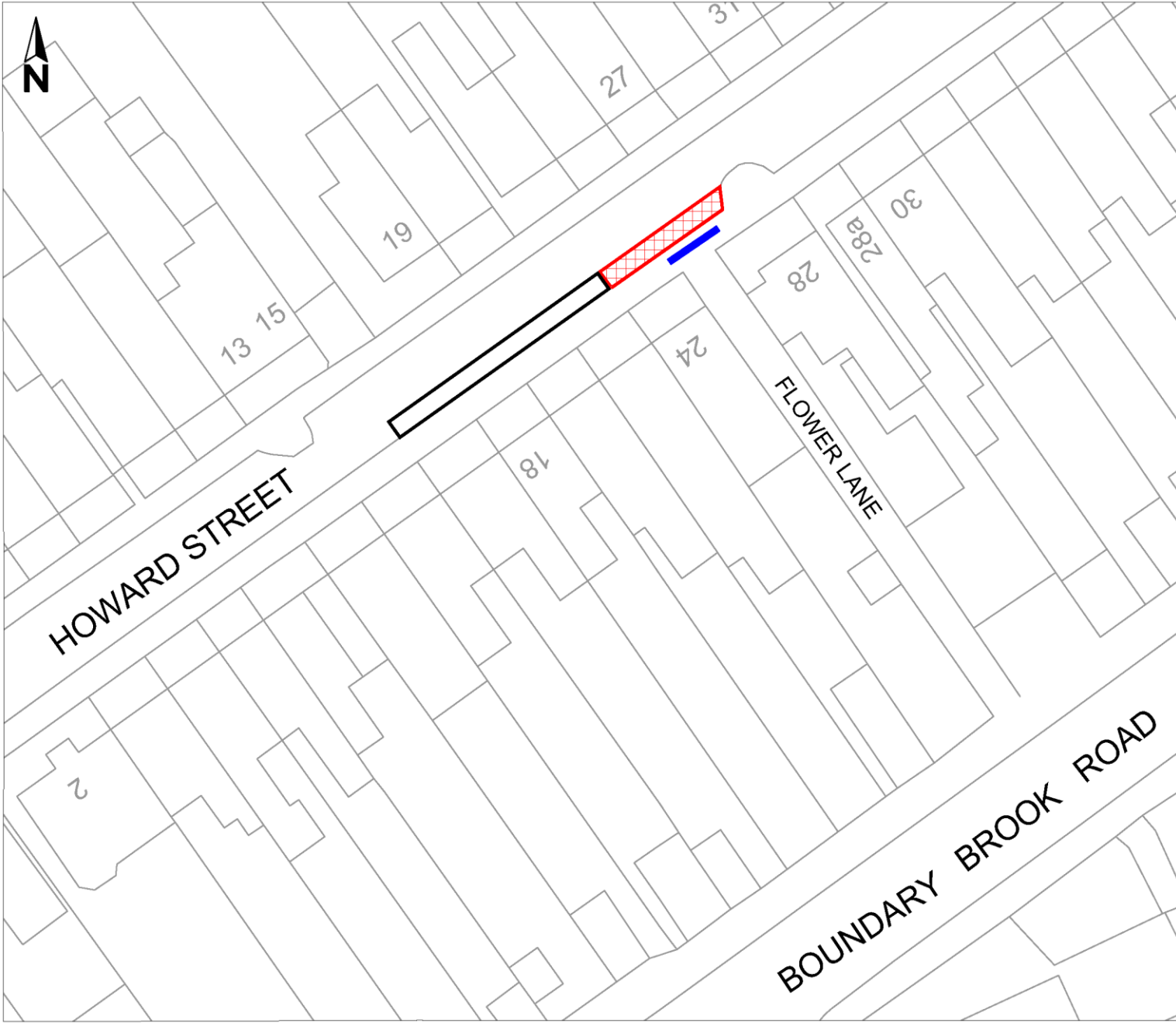
Drawing title
 OXFORD HOWARD STREET

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	11/2023		

Oxfordshire Project No. & File Ref _____

Drawing No.	Revision
	0



C:\Users\jane.clark\OneDrive - Oxfordshire County Council\ITRO useful info\CAD plans\Oxford Howard Street.dwg

P:\4. Improvement Schemes\Traffic and Road Safety\Projects\0707 - Howard Street, Oxford - parking amends\PLANS\Oxford Silver Street - Cycle Parking.dwg



Drawing No. _____ U

Proposed on-road pedal cycle parking places
 Existing 'Permit holders only' parking bays

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)


MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved


OXFORDSHIRE COUNTY COUNCIL
 Bill Cotton
 Corporate Director for Environment & Place Communities
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0845 310 1111

Project title
 PROPOSED ON-ROAD CYCLE PARKING PLACES

Drawing title
 OXFORD SILVER ROAD

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:200	CJM	JW	JW

Date drawn	Date checked	Date approved
08.12.2023	18.12.2023	18.12.2023

Oxfordshire Project No. & File Ref

Drawing No. _____ Revision 0

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local Cllr, (Oxford, Argyle street)	<p>Howard Street – Support The Howard street barrier makes walking and cycling through flower lane more challenging than it needs to be especially for children and those with limited mobility and this is a key pedestrian and cycle route.</p> <p>Silver Road – Support More on-road cycle parking is needed and this location would make the streets safer due to limiting dangerous driving manouvers.</p>
(3) Local resident, (Oxford, Howard Street)	<p>Howard Street – Object I am writing in opposition to the proposed change. The entrance to Flower lane is secured with a metal barrier, which discourages excessive speed and makes cyclists slow down. This is safer for pedestrians on both Howard Street and flower lane. Furthermore, the proposed change would reduce parking for local residents, which I am opposed to if no alternative new parking is provided.</p> <p>Silver Road – No objection This is reasonable if it allows better use of the space.</p>
(4) Local resident, (Oxford, Howard Street)	<p>Howard Street – Object I object as cyclist use Flower Lane and the removal of the barriers at the end as well as the parking for 2/3 cars there would allow cyclist to come down Flower lane without slowing down enough to check if pedestrians are walking down the pavement along Howard street. this would be especially dangerous for young children who might be shorter than the wall and so even less visible. additionally, we are already struggling with parking along Howard street and Catherine street, and the removal of additional parking spaces would make parking for residents even more challenging.</p>

	<p>Silver Road – No objection I'm not sure what use this cycle parking would have, as this is a residential area of people park their bicycles on their property, however I have no major objections to it.</p>
<p>(5) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Object Since the LTN has come to Howard St I have seen a wonderful transformation. Little children on scooters with their parent strolling on the sidewalks, cyclists and children walk/cycling in the street between the Bollards and Iffley Road - the quiet and feel of the street is amazing BUT I truly believe removing the barrier at the Howard Street end of Flower Lane is a mistake. Most cyclists are considerate but many still come whizzing around the barrier - imagine when there is no barrier and a small child runs ahead of its parent to turn down Flower Lane or carry on down Howard Street? Imagine an old person half way along the opening on the way to the Coop or a blind person - and we have a few of them who regularly use my end of Howard Street., not to mention the number of us ageing or already of a certain age. I also wonder about a car coming down the street towards Iffley road and a cyclist whizzing out turning left??? The cyclist is in danger. What about motorcyclists being able to access that Lane. It is a child friendly area now. And too, people on the South Side of the street struggle to find a parking place so the loss of 2 spaces will be felt by many. I support cyclists - both my husband and son cycle, almost on a daily basis but I don't agree with this proposal. Please consider the possible repercussions carefully.</p> <p>Silver Road – No objection I don't live on that part of Howard Street and really wouldn't want to comment on how that would affect individuals living there. In principle I think it is a good idea but I notice where they on other streets in East Oxford they tend to collect lots of trash in between the units.</p>
<p>(6) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Object The existing pedestrian barrier encourages cyclists to slow down as they enter Howard street from Flower Lane and makes the route safer. If it is removed cyclists can hurtle down Flower Lane and can also be a danger to pedestrians walking along that pavement, as well as themselves.</p> <p>I also strongly object to the introduction of 11 metres of double yellow lines, which means the loss of two parking spaces. Since the introduction of the LTN in Howard Street the number of cars coming up Howard Street is a lot less. Pedestrians and cyclists can stop and look down the street before they try and access the road. Since parking permits for Boundary Brook Road were introduced last summer, it is much more difficult to park in Howard Street as residents on the side of Street that backs onto Boundary Brook Road can no longer park there. The straight stretch of</p>

	<p>Boundary Brook Road parallel to Howard Street rarely has a car parked on it. It would be more sensible to give parking permits in Boundary Brook Road for Howard Street residents whose houses back onto Boundary Brook Road than allowing them to park in Charles Street and Percy Street.</p> <p>Silver Road – No objection Seems sensible proposal.</p>
(7) Local resident, (Oxford, Howard Street)	<p>Howard Street – Object Removing the pedestrian barrier at the end of Flower Lane seems counter to reason this Barrie was there I the first place. This would be to prevent bicycles entering the street at speed at this point. If there is no barrier, bicycles will enter and exit the lane at high speed, particularly cutting across the pavement, which is heavily used by children and older people, causing fright and potentially injury. Further, the will be encouraged to shoot out at high speed into the street, with even with better sight lines, will be a danger to themselves and other road users. The particularly apply during darkness - use of lights by cyclists is erratic at best, and even if the cyclist can see better, they still may not be easy for other road users to see. I find it strange that this is posited or be 'convenient' for cyclists- I feel that this is an instance where it should be made inconvenient for cyclists , to make them slow down and take extra care, A dropped kerb on this part of the street would be useful though.</p> <p>Silver Road – No objection No objection on this proposal</p>
(8) Local resident, (Oxford, Howard Street)	<p>Howard Street – Object It is already almost impossible to park on Howard Street much of the time and removing more spaces will make the situation worse. As a resident who pays for a resident's permit I still often have to park on other streets - and with permit schemes increasingly introduced in adjoining areas the options are more and more limited. I also believe enabling cyclists to fly out into the pavement at Flower Lane would be a danger to pedestrians.</p> <p>Silver Road – No objection I can't see a problem with this proposal.</p>
(9) Local resident, (Oxford, Howard Street)	<p>Howard Street – Object</p>

	<p>I am very concerned the removal of the barrier at the bottom of flower lane on to Howard Street would cause a danger to both cyclists and pedestrians, as well as to other users on Howard Street. The barrier prevents cyclists from cycling at speed down Flower lane straight over the pavement and on to either the pavement or Howard Street without having to stop and look properly for oncoming pedestrians or traffic. Without the barrier, pedestrians will be at risk of being run into by cyclists cycling, instead of walking their bike, onto the pavement and Howard Street. It also increases the risk of cyclists cycling straight onto Howard Street rather than forcing them to dismount and check the road for safety first before entering it. The junction of Flower Lane with Howards street should continue to be treated like a junction with a pavement and street, where due safety considerations for all should be maintained.</p> <p>Silver Road – No objection I have no strong feelings, as long as safety of all is considered along with the level of security of these parking places.</p>
<p>(10) Local resident, (Oxford, howard street)</p>	<p>Howard Street – Object I can see that the idea is for cyclist to be able to safely turn into Howard Street but I don't think this plan as it now is thought through. If you take away the barrier, cyclist coming from Boundary Brook will feel encouraged to ride swiftly since they see an open path ahead, however, there is the pedestrian pavement along Howard Street to cross. It is often used by children and so is the Alleyway itself, also because Larkrise school is so close. This is bound to cause problems. Also, it isn't really clear that this is currently a shared pedestrian/cyclist lane. I do think it should be, with cyclist, riding very slowly, but they really mustn't speed down this narrow alleyway. It is different if you come from HS to BB, because there is no pavement and clear view on what is ahead. I do however think that cyclists need to be able to join HS easily. At the moment, many simply cycle on the pavement towards Iffley Rd which is really not ok at all. Also, even after the proposed changes put in place it will not be safe for cyclists to turn into HS because you still won't be able to see what's coming down from Iffley Rd. I think this plan requires a review. It sounds dangerous to me. Also, it is a problem to lose another 4 or so parking spaces since with the introduction of BB parking zone these spaces are lost. We should have a shared parking zone and open some of the lost spaces which are now double yellow, if I recall correctly.</p> <p>Silver Road – No objection I have no view on this although I don't understand who these cycle parking places are supposed to be for.</p>
<p>(11) Local resident, (Oxford, Percy)</p>	<p>Howard Street – Object High density housing needs on street parking bays</p>

	<p>Silver Road – No objection Presumably terraced houses don't have space or garden access for their bikes</p>
<p>(12) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Object Removing the barrier and taking the parking away would allow cyclists to travel along the lane at speed, cross the pavement and emerge onto Howard Street without stopping. This would be dangerous for pedestrians who would have to stop at the lane to check for crossing cyclists. We have two visually impaired neighbours who would be especially at risk. The removal of the barrier would also allow motorcycles and even small cars to drive between Boundary Brook and Howard Street. Pedestrians are already disadvantaged by many of the recent changes in cycle priority.</p> <p>Silver Road – No objection No views</p>
<p>(13) Local resident, (Oxford, Howard street)</p>	<p>Howard Street – Object There is no need for this now - nobody does this now so what is the point? I live on this road and have no issues.</p> <p>Silver Road – No objection I do not live on silver road and see no issues with this.</p>
<p>(14) Local resident, (Oxford, Banbury road)</p>	<p>Howard Street – Object As part of their ideological and fascistic war on motorists the zealots on the county council have already removed large amounts of essential roadside parking in Oxford leaving us with an even larger shortage than we had previously. To the detriment of local residents and businesses. No more removal of parking spaces should be permitted until the council provide new parking spaces to support residents and businesses which are suffering as a result of their shortsighted, ideologically-driven, anti-car policies. Furthermore, this decision if it goes ahead will be an enable for the numerous dangerous cyclists operating around Oxford who - without the barrier to force them to slow down, will hurtle across a pedestrian footpath and into a road without taking due care and attention, as motorists and pedestrians witness every day with cyclists ignoring red lights, weaving through traffic and mounting pavements on a regular basis. The barrier in this location is essential to ensuring the safety of all road users and pedestrians and must not be removed.</p>

	<p>Silver Road – Object Refer to my previous answer. This proposal would necessarily take away vital roadside car parking spaces which are already in short supply thanks to the anti-car council. Find other places for bike parking. Bike parking is not in short supply or high demand anyway.</p>
<p>(15) Local resident, (Oxford, Howard)</p>	<p>Howard Street – Object Removing the pedestrian barrier will allow cyclists to run even faster into Howard street without giving the way to pedestrian on the pavement. This will be very dangerous especially for children walking on the pavement.</p> <p>Silver Road – Object Waste of tax payer money, and they will be vandalised as many others All the houses have a from fenced patio where to store the bikes</p>
<p>(16) Local resident, (oxford, howard st)</p>	<p>Howard Street – Object excessive reduction in parking.</p> <p>Silver Road – Object excessive reduction of parking.</p>
<p>(17) Local resident, (Oxford, Cowley)</p>	<p>Howard Street – Object Over 600 parking spaces in East Oxford have been as part of Quickways, and CPZ expanded please do not remove any more parking spaces. Flower Lane is currently not designated cycle path, and has no share pedestrians/cycle signs. To access Flower Lane cycle have to cycle on the pavement to get to it currently. Cycling on pavement is illegal. TRO needs to add clear share cyclists/pedestrians signs and markings on the ground.</p> <p>Silver Road – Object Over 600 parking spaces in East Oxford have been as part of Quickways, and CPZ expanded please do not remove any more parking spaces.</p>

<p>(18) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Object Howard street in particular the iffley road end of Howard street is really difficult to park in if you are a resident. I drive as well as cycle and walk in the area and I would totally support measures to make cycling safer. I think the LTNs have been of great benefit for example. All I would say is if you take spaces away you should try to find space somewhere else. I know there is a policy to make it less appealing to use a car in east oxford and I do get that. But at the moment I pay for a parking permit to not be able to park anywhere near my home. Howard street (RH zone)residents at the iffley road end used to be able to park in boundary brook road (DN zone) If you were to reinstate this arrangement by simply allowing RH permit holders to park in the DN zone you would have enough parking for residents and space to make the cycling safer. Everyone would be happy. In short I would support the proposals if you found spaces to replace the spaces lost.</p> <p>Silver Road – Object Howard street in particular the iffley road end of Howard street is really difficult to park in if you are a resident. I drive as well as cycle and walk in the area and I would totally support measures to make cycling safer. I think the LTNs have been of great benefit for example. All I would say is if you take spaces away you should try to find space somewhere else. I know there is a policy to make it less appealing to use a car in east oxford and I do get that. But at the moment I pay for a parking permit to not be able to park anywhere near my home. Howard street (RH zone)residents at the iffley road end used to be able to park in boundary brook road (DN zone) If you were to reinstate this arrangement by simply allowing RH permit holders to park in the DN zone you would have enough parking for residents and space to make the cycling safer. Everyone would be happy. In short I would support the proposals if you found spaces to replace the spaces lost.</p>
<p>(19) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Object There is already a chronic lack of car parking, as more and more spaces have been removed over the years. The minimum that should be done is to maintain the existing number of parking spaces. I am a cyclist and the Council has done very well to transform cycling in our area to a safer and more enjoyable experience. The local community cannot</p>

	<p>transition so quickly to a car free city - many residents do need access to a vehicle and we should keep the parking spaces that recently have.</p> <p>Silver Road – Object The vast majority of properties in the area have plenty of private space and the front of their property where they can connect their bike. There is no real shortage of bike parking while there is a chronic shortage of car parking.</p>
<p>(20) Local resident, (Oxford, Silver road)</p>	<p>Howard Street – Object There is insufficient parking in the area as it is by withdrawing the proposed spaces this will push drivers into neighbouring streets. It is difficult enough carrying heavy shopping etc. Also we pay for a parking permit and at times cannot find a space this will only make things worse.</p> <p>Silver Road – Object Same as previously stated</p>
<p>(21) Local resident, (Oxford, Percy Street)</p>	<p>Howard Street – Object Is it the intention that cyclists would be able to cycle through the alleyway and enter the road at this point and vice versa? I do not agree that cyclists should be able to enter the road at this point - this would be dangerous for pedestrians and to cyclists emerging at speed from the alleyway and will encourage faster cycling through the alleyway itself which would be a shame given the efforts to improve it as a walkway. I have cycled in Oxford for 30+ years and do not have a car, but I feel cyclists should be encouraged to dismount when emerging from alleyways/restricted visibility onto the pavement.</p> <p>Silver Road – Partially support I very much welcome more bike stands in the road itself but please install Sheffield-type plain stands not the ugly black plastic ones that have been recently installed on our streets.</p>
<p>(22) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Object There is very limited parking in Howard Street which is detrimental to visitors and tradespeople who are already unhappy with the LTNs, and it will create more pavement parking. Also it could be dangerous for cyclists and children coming out of Flower Lane who may run into the road.</p>

	<p>Silver Road – Partially support It removes another parking space for a road which has no off road parking, and where houses have front garden space to park bikes and gives too much precedence to cycles.</p>
<p>(23) Local resident, (Oxford, Howard St)</p>	<p>Howard Street – Object Safety: Removing the barrier will cause more potential of an accident due to cyclists meeting Howard St at a faster pace. At the moment they stop before the pavement, some dismount, and this is safer for pedestrians. If the barrier is removed, cyclists will no take the same care and attention to pedestrians walking up and down Howard St. Increasing visibility is not necessary when entering Howard St from "Flower Lane" as cars will only come up Howard St towards Iffley rd as it's a one way street. If the cyclist turns toward Iffley Rd they will be staying on the left hand side, any other cyclists should be coming down Howard St (from Iffley rd end) on the left hand side. The greater risk is exiting from Flower Lane onto Howard St and turning right. Removing 2 or 3 car spaces outside number 24 Howard St, one space would be sufficient to allow access to the laneway if the barrier is removed. Only 4 metres from the chicane (Tree) would be necessary for this proposal, or to the boundary wall of "Flower Lane" and house number 24. The council proposed 11 meters is excessive and will remove too many parking spaces from an already over subscribed, over restricted area. I suggest if it were to go ahead, only one car park space should be lost. I have other safety reasons that should be considered. No barrier will mean pedestrians are at a greater risk, unless cyclists have a stop sign to ensure the cross the footpath when it is clear of pedestrians. Moped/motorcycle/delivery riders on electric bikes frequently ride up and down Flower Lane as a to cut through onto Boundary Brook Rd or Howard St, the removal of the barrier will mean unrestricted access for moped/motorcycle/delivery riders on electric bikes and will be able to enter and exit Flower Lane at excessive speed, with the potential of an incident with a cyclist, pedestrian, pram, children walking from the school located in Boundary Brook Rd. What would be done in this case to prevent Moped/motorcycles using the lane as an access route? Parking: The residents on Howard St can't lose parking spaces on Howard St, there are not enough parking for the residents who have cars. We are having to park too far away for our house on occasions, and we have young children. A large number of parking was removed from residential use in the Boundary Brooke rd, this was used by local residents from Howard St prior to it being re-zoned for Donnington. Only houses on the South side of Howard St can park outside their back garden/garage areas (this allows then one space). Every residential property is allocated 2 permits per household. Therefore the spaces on Howard St are over allocated.</p>

	<p>In the DN zone (Donnington) in Boundary Brook Rd, the residents of that area enjoy parking outside of their houses, they have also a large parking lot/area for many cars which is mainly empty. I suggest allowing RH zoned cars allowance to park on the North side of Boundary Brook Rd (on the south side of the street) this will elevate the excessive allocation and spread out the parking provision. Currently, cars are driving around in the evening looking for parking On Howard St, having to park in neighbouring Charles St and Percy St, Catherine St, that are also over subscribed and very busy to find parking. There is an opportunity to add in a split zone into one section of DN making a RH/MN/DN zone. Splitting zones has been don in the past, as it was done with Howard St, originally when zoning was introduced Howard St was an RH zone only, then after a period of time it became a split zone and MN was added to it, making the zone RH/MN allowing more cars to park in the area, presumably because of the trouble people have parking on their streets in the MN zone. This sets precedent to do another split zone for DN to allow additional RH/MN zones to be introduced into DN locations. It has been done previously, there is no reason why it shouldn't be done again. Especially when there is a vast amount of unused parking spaces in the Boundary Brooke area.</p> <p>Silver Road – Support Good in my opinion to restrict cars from bypassing the LTN barrier.</p>
<p>(24) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Object I don't believe taking away another two parking spaces on an already very limited parking street to be a good idea. We have recently had a lot of local residents loose their parking and access from Boundary Brook due to the safer streets campaign making parking impossible at times. I am all for better cycle access but I think there needs to be a balance. Could 1 parking space be taken away to make access into flower lane with a drop curb and one be added to further down by the coop?</p> <p>Silver Road – Support The cars cutting the corner here is a real issue and having more bike parking is never a bad thing. Hopefully it would keep the footpaths a bit clearer of bikes.</p>
<p>(25) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Object My primary concern is regarding the removal of the barriers between Flower Lane and Howard Street. Bicycles already come through here at speed onto the pavement and cause a hazard for pedestrians. If the barriers were</p>

	<p>removed bikes at speed would be hazardous and I would need to walk on the opposite side of the road to avoid them. Currently there are few suitable dropped kerbs on that side of Howard Street (odd numbers)</p> <p>Silver Road – Support This seems like a sensible idea.</p>
<p>(26) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Object Parking spaces are extremely limited on Howard Street and we already struggle to park near our house. Parking spaces have already been removed from Iffley road and permit restrictions on boundary brook have added to the demand on Howard Street.</p> <p>Silver Road – Support Cycle parking would be a great addition if it can be done without losing car parking.</p>
<p>(27) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Object I do not object in principle. However, removing two parking bays in an area where parking is already limited is not supported. If the Council wish to remove parking spaces it should first revisit its permit policy to restrict households to one permit only.</p> <p>Silver Road – Support More cycle parking on site is a great idea. We trust it will be a secure store rather than open parking. Cycle theft is rife and if not secure we do not think the parking will be well used.</p>
<p>(28) Local resident, (Oxford, aston st)</p>	<p>Howard Street – Partially support removing the barrier would endanger pedestrians it is there to stop children rushing into the road but also slows cycles so it is hoped they look out for pedestrians on the pavement</p> <p>Silver Road – No objection it is better for cycles to have somewhere to park than blocking pavements</p>

<p>(29) Local resident, (Oxford, Golden Road)</p>	<p>Howard Street – Partially support Having more space at the entrance and exit to the lane is a good idea. My concern is as a regular pedestrian (I also cycle) and parent of a small child. Bikes already enter and exit the lane at alarming and dangerous speeds, especially around school start and finish times. If we could increase the space but also make the lane pedestrian only that would be the ideal scenario.</p> <p>Silver Road – No objection I support more bike parking generally. I'm not sure how much of a destination Silver Road is, but I don't object.</p>
<p>(30) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Partially support Parking on Howard Street is already way below one per property. Prior to the introduction of the Donnington CPZ some pressure was relieved by the use of Boundary Brook Road by residents at the top of Howard Street because of the easy pedestrian access via Flower Lane. BBR now has a lot of space available at all times, and giving at least some Howard Street residents the right to use this would reduce the pressure on Howard Street and other neighbouring streets in the RH CPZ.</p> <p>Silver Road – Partially support More bike parking is generally a good thing but I'm not convinced of the level of demand in this location because properties have front gardens where bikes can be secured.</p>
<p>(31) Local resident, (Oxford, Howard street)</p>	<p>Howard Street – Partially support Loss of parking, which is extremely limited already. I am now a car owner, I travel by bike and think removing barrier is good idea.</p> <p>Silver Road – Partially support Car users/owners already struggling to park. Crest bad feeling?</p>
<p>(32) Member of public, (Oxford, Rose Hill)</p>	<p>Howard Street – Partially support Agree with change of layout but unsure why 11m needed it risks objection from local residents as such a. Reduction in parking and will make parking more haphazard elsewhere</p>

	<p>Silver Road – Partially support Some bike working needed but I don't think this much all houses have garden bikes could be kept in</p>
<p>(33) Local resident, (Oxford, Essex Street)</p>	<p>Howard Street – Partially support I support on the basis that this becomes a bit of a crunch point but I'm concerned that a ramp and ability to join Howard St too easily for bikes will lead to too many bikes cycling through the alleyway rather than dismounting and walking. It feels like an accident waiting to happen with a pedestrian walking down Howard St if bikes start cycling through there.</p> <p>Silver Road – Support I live on Essex St and often have cars drive too fast down our street and then cut the corner here across the pavement to avoid the LTN. It is very dangerous and my children walk here regularly. If this scheme is not approved we at least need something else to stop cars from driving across the pavement.</p>
<p>(34) Local resident, (Oxford, Church Cowley road)</p>	<p>Howard Street – Support I'm a local cyclist with children and this is a great idea to make our use of flower lane safer.</p> <p>Silver Road – No objection Doesn't impact me. Improving cycling in the area is a good thing to protect our environment and health.</p>
<p>(35) Local resident, (Oxford, Church Cowley Road)</p>	<p>Howard Street – Support It would be great to have more space for bicycles exiting flower lane.</p> <p>Silver Road – No objection '-</p>
<p>(36) Local resident, (Oxford, Cornwallis Rd)</p>	<p>Howard Street – Support will reduce confusion and cycle/pedestrian collisions</p> <p>Silver Road – No objection n/a</p>

(37) Local resident, (Oxford, Cricket Road)	<p>Howard Street – Support This will improve cycling from 'flower alley' into Howard Street; a much needed im</p> <p>Silver Road – No objection I will not be adversely affected by this proposal</p>
(38) Local resident, (Oxford, Howard St)	<p>Howard Street – Support Currently i have to ride on the pavement to get onto Howard St from Flower Lane. this would be better.</p> <p>Silver Road – No objection not a problem for me</p>
(39) Local resident, (Oxford, Howard Street)	<p>Howard Street – Support This junction gets really busy at school times with young kids on bikes and on foot- it would be great to try to remove the bottleneck so that kids on bikes can get off the road quicker and hopefully make it safer for everyone.</p> <p>Silver Road – No objection wouldn't use on street bike parking here, but support in principle</p>
(40) Local resident, (Oxford, Pipkin Way)	<p>Howard Street – Support The barrier creates a bottle neck when pedestrians and bicycles have to navigate in a tight area, particularly at the beginning and end of the school day when there is a big increase in footfall.</p> <p>Silver Road – No objection I don't personally use this area but would support any changes that benefit the residents and pedestrians.</p>

<p>(41) Member of public, (Oxford, Southfield Road)</p>	<p>Howard Street – Support The access to Flower Lane is awkward for bikes and prams and this change would make it much easier.</p> <p>Silver Road – No objection I have no objections to this.</p>
<p>(42) Local resident, (Oxford, Boundary Brook)</p>	<p>Howard Street – Support If there is a lowered kerb at that point, that would be helpful for wheelchair users</p> <p>Silver Road – No objection as long as they don't block pedestrian access</p>
<p>(43) Local resident, (Oxford, Hillsborough close)</p>	<p>Howard Street – Support Very hard to get out of alley safely with children on bikes</p> <p>Silver Road – No objection Sounds good</p>
<p>(44) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Support Because we cycle there to and back to school with our 2 kids and it gets very blocked and not so safe</p> <p>Silver Road – No objection N</p>
<p>(45) Local resident, (Oxford, The Grates)</p>	<p>Howard Street – Support Current setup is dangerous and unwieldy</p> <p>Silver Road – No objection Fine</p>

<p>(46) Member of public, (Oxford, Wilkins rd)</p>	<p>Howard Street – Support Currently dangerous for pedestrians and cyclists</p> <p>Silver Road – No objection No opinion.</p>
<p>(47) Local resident, (Oxford, Boundary Brook Rd)</p>	<p>Howard Street – Support To make entry & exit from Flower Lane safer</p> <p>Silver Road – Partially support It will depend if the cycle parking blocks entry/exit from Flower Lane.</p>
<p>(48) Local resident, (Oxford, Church Cowley Road)</p>	<p>Howard Street – Support Removing the obstruction on this small link would support the "quietways" scheme, connecting the Boundary Brook path to the East Oxford LTN, and enabling easier access for Larkrise pupils.</p> <p>Silver Road – Partially support On-carriageway cycle spaces make sense, but the proposed position means bikes parked there are at risk of being mangled by drivers cornering carelessly. The heavy plastic bike stands would prevent that, but vastly reduce capacity and access for non-standard bikes.</p>
<p>(49) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>Howard Street – Support This will enable people with push chairs, wheelchairs or bicycles to get around more easily. We'd like to see a dropped kerb added on the north side of Howard Street, to match the one already 'hidden' under the fence to make it easier for people with push chairs, wheelchairs, etc. to cross the street. (Pref with a 'Dutch entrance kerb' rather than dropping the whole pavement.)</p> <p>Silver Road – Support The streets have seen a large increase in cycling, but the houses have poor provision for cycle storage. Hangars would be appealing, but may obscure vision on a corner location. So Sheffield stands or 'cyclehoop' stands, with bollard protection as on a corner.</p>

<p>(50) As part of a group/organisation, (Cyclox)</p>	<p>Howard Street – Support Removing the parking and fence on Howard St will make the Flower Lane link between Howard St and Boundary Brook Rd much more accessible for cycling. This is an important link both for access to Larkrise Primary school and for broader connectivity. Allowing direct access from the lane to the street will also reduce cycle-pedestrian conflicts on the footways. We urge that, as part of this scheme, a dropped kerb (entrance kerb) be put in on the north side of Howard St, to provide an accessible crossing point for buggies and wheelchairs and less mobile pedestrians. We also think a bollard will be necessary to supplement the parking restrictions, to prevent temporary or illegal parking blocking access to the lane.</p> <p>Silver Road – Support Visitor cycle parking should be available on every street, and the proposed cycle parking on Silver Rd will provide a model for this. It will also serve to prevent bypassing of the modal filter on Barnet St. We suggest that a bollard be put in on the corner, to prevent turning vehicles hitting parked cycles.</p>
<p>(51) Local resident, (Oxford, Alice smith sq)</p>	<p>Howard Street – Support Better visibility. Safer cycling connection between Cowley temple and the city. We need more cycling parking.</p> <p>Silver Road – Support For 1 car we can put like 4 or 5 bikes. Lets make the number of bike and car parks to equal</p>
<p>(52) Local resident, (Oxford, Badger's Walk)</p>	<p>Howard Street – Support The no waiting at any time will mean the barrier is removed and I want to be able to cycle to/from Howard Street/Flower Lane. Please can a dropped curb be installed so cyclists can easily access Flower Lane.</p>

	<p>Silver Road – Support More cycle parking is needed in East Oxford and it's one of the only ways to stop cars parking on pavements and DYs (paint is not enough).</p>
<p>(53) Local resident, (Oxford, Barnet Street)</p>	<p>Howard Street – Support I fully support this proposal to enable easier cycle access between the neighbourhood north of Howard Street, and the area around Boundary Brook Road and on to Florence Park. Making this easier without having to navigate the busy Iffley Road is an excellent idea. I have no concern about the removal of a few metres of permit-holder parking: road space is in short supply and it's important it's used effectively for everyone, not just car owners.</p> <p>Silver Road – Support I strongly support the proposed addition of cycle-only parking to the northeast end of Silver Road. I live a few metres away on Barnet Street, and the poor provision of secure on-street cycle racks is an issue which concerns me, especially in light of essential local authority goals to encourage more cycling over driving . I know of two bikes which were stolen from just our section of Barnet Street in the past year. The bypassing of the traffic filter is also a chronic issue, with cars and vans very frequently mounting the pavement and driving over the front of the corner property, which is always unexpected and alarming, damaging to the kerb and footpath, and I imagine disturbing for the residents of the corner property. This seems like a creative and productive solution to the issue - an excellent idea.</p>
<p>(54) Member of public, (Oxford, Barns Close)</p>	<p>Howard Street – Support Support the LTNs</p> <p>Silver Road – Support Want to stop drivers using pavement to avoid road-blocks</p>
<p>(55) Member of public, (Oxford, Barns Road)</p>	<p>Howard Street – Support Support the scheme</p> <p>Silver Road – Support Support the scheme to stop traffic and encourage cycling</p>

<p>(56) Local resident, (Oxford, Bhandari Close)</p>	<p>Howard Street – Support Improve cycle links in the area.</p> <p>Silver Road – Support This will hopefully encourage cyclists and reduce the need for car usage in the city.</p>
<p>(57) Local resident, (Oxford, Boundary Brook Rd)</p>	<p>Howard Street – Support I support the proposal because the alleyway is an important route for cyclists travelling onto Boundary Brook Rd, especially children/families on their way to school. Keeping the route open will make it easier for cargo bikes to travel through.</p> <p>Silver Road – Support More cycle parking is always welcome. Additionally, vehicles can currently drive around the modal filter by going on the pavement, and the cycle parking would stop that, which would be a big improvement.</p>
<p>(58) Local resident, (Oxford, Bullingdon rooad)</p>	<p>Howard Street – Support To improve safety for people cycling with children along this route</p> <p>Silver Road – Support People have little space in and Infront of their houses here and so it is only equitable that they have space to park their bike securely on the road. The amount of bikes able to park here is more than the number of cars and so it is a more efficient use of public space.</p>
<p>(59) Local resident, (Oxford, Campbell Rd)</p>	<p>Howard Street – Support The Flower Lane route between Howard st and Boundary Brook Road is regularly used by cyclists and is difficult to negotiate around parked cars.</p> <p>Silver Road – Support Many local residents cycle</p>

<p>(60) Local resident, (Oxford, Campbell rd)</p>	<p>Howard Street – Support Great to cycle by flower lane and join Howard st easily, especially with kids in tow on eg tandem bike. Corner is too tight otherwise</p> <p>Silver Road – Support Make things more cycling friendly</p>
<p>(61) Local resident, (Oxford, Campbell road)</p>	<p>Howard Street – Support I use this lane regularly both as a pedestrian and cyclist and definitely agree there is room to improve it - the proposed changes sound very sensible.</p> <p>Silver Road – Support More bike parking is always a good thing, and if it stops motorcycles driving where they should not, that is a win win.</p>
<p>(62) Local resident, (Oxford, Campbell Road)</p>	<p>Howard Street – Support At the moment it's unsafe and tricky to navigate for cyclists and pedestrians, it's a good idea to do something about this</p> <p>Silver Road – Support Cars should not be driving on the pavement, and creating a physical barrier is a good idea</p>
<p>(63) Local resident, (Oxford, Charles street)</p>	<p>Howard Street – Support I use flower lane on foot or bike most days, and it's very difficult to access with cars parked there</p> <p>Silver Road – Support More cycle parking needed</p>
<p>(64) Local resident, (Oxford, Clive Road)</p>	<p>Howard Street – Support As a walker/cyclist along that road I would appreciate parking restriction along that stretch</p>

	<p>Silver Road – Support As a cyclist in the area, with a child in the local primary, I would support bike parking</p>
<p>(65) As part of a group/organisation, (Oxford, Cowley)</p>	<p>Howard Street – Support Flower Lane needs a safe and east entrance</p> <p>Silver Road – Support We urgently need more bike parking and also this LTN filter is often gotten round illegally by cars due to the space on each side</p>
<p>(66) Local resident, (Oxford, Essex Street)</p>	<p>Howard Street – Support I cycle down Flower Lane with my 2 children twice a day and think this would be an excellent modification</p> <p>Silver Road – Support I love on Essex street and would like to stop cars using this strip</p>
<p>(67) Local resident, (Oxford, Essex Street)</p>	<p>Howard Street – Support This is a fantastic idea to help cyclists safely access the path.</p> <p>Silver Road – Support Yes! At the moment, cars illegally drive across this curb (when there is no car parked there) and often they drive fast around the Essex Street corner, which is unsafe for cyclists and pedestrians.</p>
<p>(68) Local resident, (Oxford, Essex Street)</p>	<p>Howard Street – Support Reduced traffic</p> <p>Silver Road – Support More cycling provision</p>

<p>(69) Local resident, (Oxford, Fairacres Rd)</p>	<p>Howard Street – Support This is in my five-year-old's way to and from school. It is currently very complicated to concurrently navigate the narrow space, climb onto the curb, and oncoming cars and bikes. On our way back to Howard St, she either has to get off and push her bike or cycle on the sidewalk because there is no easy way to get down onto the street at that juncture.</p> <p>Silver Road – Support Cycle parking is too sparse at the moment.</p>
<p>(70) Member of public, (Oxford, Fane Rd)</p>	<p>Howard Street – Support I cycle this way 4 times a week to drop off my children with their father. The LTN set up here does not make it safer as a cyclist.</p> <p>Silver Road – Support It's a much more pragmatic use of space and communicates a positive attitude toward cycle use.</p>
<p>(71) Local resident, (Oxford, Florence Park Road)</p>	<p>Howard Street – Support I support this proposal as it will improve cycling infrastructure and make it easier for people to cycle particularly with children</p> <p>Silver Road – Support Oxford needs more cycle parking</p>
<p>(72) Local resident, (Oxford, Glanville Road)</p>	<p>Howard Street – Support This is a vital safety measure in the light of the adjacent path to Boundary Brook Road.</p> <p>Silver Road – Support There is a desperate shortage of cycle parking in this area.</p>

<p>(73) Local resident, (Oxford, Green Ridges)</p>	<p>Howard Street – Support It will make the area safer for cyclists.</p> <p>Silver Road – Support I will have space for parking my bike when visiting friends in the area.</p>
<p>(74) Local resident, (Oxford, Green Ridges)</p>	<p>Howard Street – Support It will help improve the safety of pedestrians and cyclists in a heavily-residential area.</p> <p>Silver Road – Support It will improve the area for both cyclists and pedestrians, and simultaneously provide additional cycle parking space.</p>
<p>(75) Member of public, (Oxford, Herschel Crescent)</p>	<p>Howard Street – Support Making walking and cycling safer around School areas is a no brainer</p> <p>Silver Road – Support See my recent comment</p>
<p>(76) Local resident, (Oxford, Hertford Street)</p>	<p>Howard Street – Support I cycle down this alley with my 5 year old daughter every day to get to Larkrise school and this will making cycling easier and safer</p> <p>Silver Road – Support I've seen vehicles drive over the pavement to avoid the LTN barrier, so this will help enforce the LTN. More bicycle parking is very welcome too</p>
<p>(77) Local resident, (Oxford, Howard)</p>	<p>Howard Street – Support</p>

	<p>This is necessary for removing the fence. Which will greatly reduce pedestrian-cycle conflicts on the over-narrow footways, and make cycling more accessible (especially for people with larger cycles, such as child trailers and cargo cycles).</p> <p>Please consider putting in a dropped kerb (using an entrance kerb to keep the bulk of the footway level) on the north side of Howard St, to match the one currently under the fence. Howard St doesn't have a single coordinated set of dropped kerbs, so this would be a huge boon to people with wheelchairs, buggies, mobility scooters, etc.</p> <p>Silver Road – Support Visitor cycle parking is sorely lacking all over East Oxford. This would also stop motor vehicles bypassing the modal filter on Barnet St.</p>
<p>(78) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Support Howard Street through Flower Lane is a well used cycle route and currently a pinchpoint. Improvements for convenience and safety will be welcome.</p> <p>Silver Road – Support Provision of cycle parking will help alleviate issues for pedestrians using the footpath shared with car parking (particularly for those with prams/buggies).</p>
<p>(79) Local resident, (Oxford, Howard street)</p>	<p>Howard Street – Support cars along these streets are an eyesore and take up space on the pavement</p> <p>Silver Road – Support there's nowhere to park our bikes we need more bike parking</p>
<p>(80) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Support I am a cyclist and this junction is dangerous for pedestrians, cyclists, wheelchair users, elderly people, prams -- and so on. The proposal would help everyone.</p> <p>Silver Road – Support Necessary for cyclists in Silver Road</p>

<p>(81) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Support Will improve walking and cycling at that intersection.</p> <p>Silver Road – Support More cycle parking in area, which will promote active travel.</p>
<p>(82) Member of public, (Oxford, Kennington Road)</p>	<p>Howard Street – Support Support the reduction of traffic in these areas</p> <p>Silver Road – Support Pavement currently being used to by-pass restrictions - needs to be stopped and this seems a good way to do it</p>
<p>(83) Member of public, (Oxford, Kennington Road)</p>	<p>Howard Street – Support Support reduction to traffic in residential areas</p> <p>Silver Road – Support Need to stop loop hole of vehicles using pavement to avoid block</p>
<p>(84) Local resident, (Oxford, Magdalen Road)</p>	<p>Howard Street – Support I've used Flower Lane as both a cyclist and pedestrian for over 30 years and this would greatly improve access, especially for cyclists. It will also help to encourage children to cycle to Larkrise Primary School.</p> <p>Silver Road – Support We need more cycle parking both for security and also to prevent cycles partially blocking the pavement.</p>
<p>(85) Local resident, (Oxford, Marston Street)</p>	<p>Howard Street – Support I regularly pass through here on my way to Flower Lane between Howard Street and Boundary Brook Road. I think this will make it easier to get in and out, especially with a pram.</p>

	<p>Silver Road – Support Good to have more cycle parking in this area. Also I've noticed some illegal parking since the LTNs were introduced, so I'm pleased this is a way to prevent it.</p>
<p>(86) Local resident, (Oxford, Maywood Road)</p>	<p>Howard Street – Support This is a route used by me and many other parents cycling with their children to and from Larkrise Primary School. Alternative routes are much less safe or much more circuitous. As it stands this route is not as safe or as simple to navigate as it should be. So I support this.</p> <p>Silver Road – Support The more cycle parking there is, the more convenient cycling becomes as a way to get around east Oxford, and the fewer incentives there are to drive. Our roads are polluted, congested, and dangerous as it is, so I support anything that encourages alternative modes of travel.</p>
<p>(87) Local resident, (Oxford, Old Road)</p>	<p>Howard Street – Support It would be good if the cycle parking could be in the form of a secure enclosed cycle hanger.</p> <p>Silver Road – Support Again it's not clear what form the cycle parking will take. Enclosed secure cycle hanger type storage would be best.</p>
<p>(88) Local resident, (Oxford, Silver Road)</p>	<p>Howard Street – Support I cycle frequently with my kids, with one on the back of my bike. This is a high-traffic area for walkers and bikers going to Florence Park & surrounding area. It's a hard right angle turn, and it's difficult to navigate with cars or vans blocking the view of the road. It's also bloody dangerous for kids especially, who are small and not aware that cars move when they have been parked</p> <p>Silver Road – Support I cycle frequently with my kids, with one on the back of my bike. This is a high-traffic area for walkers and bikers going to Florence Park & surrounding area, and it's hard to get on and off the pavement, both for me with a kid on my bike and for my kids on their bikes. I also worry about pedestrians getting run over by my kids when they're not fully in control of the bikes and there is no space to manoeuvre.</p>

(89) Local resident, (Oxford, Silver Road)	<p>Howard Street – Support Silver Road bike parking - must not cross further into silver road than the parked cars, or bikes there will be hit by cars passing through (as cars currently are!) Howard Street - priority of pedestrians/bikes in relation to each other onto/out of Flower Lane needs to be clearly marked as currently isn't and there are near misses and confusion between cyclists and pedestrians.</p> <p>Silver Road – Support Silver Road resident, we regularly travel to school along Howard Street and flower Lane. Our family walks, scoots, cycles and drives so has experience or a range of advantages and disadvantages.</p>
(90) Local resident, (Oxford, Silver Road)	<p>Howard Street – Support This seems like something that makes sense. The number of cars in the area seems to be static, potentially even dwindling, and so the current allocation of on-street parking is fairly generous.</p> <p>Silver Road – Support This is an excellent idea, as the Barnet Street - Silver Road filter is a place, at present, where cars routinely 'leak' through the LTN, creating a danger spot for pedestrians and cyclists alike. The extra cycle parking places will be a bonus, too, and I'm sure that they will be well used by residents and visitors.</p>
(91) Local resident, (Oxford, Silver Road)	<p>Howard Street – Support Good idea!</p> <p>Silver Road – Support Good idea!</p>
(92) Local resident, (Oxford, Silver Road)	<p>Howard Street – Support This will make it safer for children.</p>

	<p>Silver Road – Support Safer for children.</p>
<p>(93) Local resident, (Oxford, Silver Road)</p>	<p>Howard Street – Support This will be safer</p> <p>Silver Road – Support This will make Silver Road much safer</p>
<p>(94) Member of public, (Oxford, Southfield Park)</p>	<p>Howard Street – Support This is an important thoroughfare for children travelling to and from Larkrise Primary School. The proposals will significantly improve visibility as well as convenience.</p> <p>Silver Road – Support Cycle parking is always welcome on the grounds that it is a far more efficient use of space than car parking. This particular location will help prevent drivers illegally bypassing the LTN filter on Barnet Street.</p>
<p>(95) Member of public, (Oxford, Sunderland Avenue)</p>	<p>Howard Street – Support I support for any measure that encourages cycling</p> <p>Silver Road – Support Cycle parking should be on street where cars are "allowed" to park</p>
<p>(96) Local resident, (Oxford, Swinburne Road)</p>	<p>Howard Street – Support Currently access to Flower Lane (a key part of our route to Larkrise school) is awkward as it's blocked by cars - even if we can usually squeeze between them somewhere, visibility is always poor. The proposed restriction would improve this situation.</p> <p>Silver Road – Support More cycle parking needed everywhere!</p>

<p>(97) Local resident, (Oxford, The Grates)</p>	<p>Howard Street – Support Safer to join Howard st by bike without cycling along the pavement.</p> <p>Silver Road – Support Good to prevent cars going around barrier</p>
<p>(98) Local resident, (Oxford, Turner Close)</p>	<p>Howard Street – Support I'm cycling with my two children, and it's quite difficult to find a safe place to cycle on the road. I feel like we could do with more space to feel more comfortable regarding my children safety. If cars can't park, some protected cycle paths could be installed instead.</p> <p>Silver Road – Support Oxford citizens need more cycle park space and less car park space. I'm strongly supporting this and glad things are progressing for more children friendly street.</p>
<p>(99) As a business, (Oxford, Windmill Road, Headington)</p>	<p>Howard Street – Support Support the scheme</p> <p>Silver Road – Support Support the scheme and introduction of cycle parking as much as possible</p>
<p>(100) Local resident, (Oxford, Beresford Place)</p>	<p>Howard Street – Support This will enable a major safe cycling route through the LTNs and a school route to be safer and needs implementing. Thank you!</p> <p>Silver Road – Support More cycle parking is highly welcome for residents and visitors and also increases visibility and safety around the junction. Thank you!</p>

<p>(101) Local resident, (Oxford, Bhandari close)</p>	<p>Howard Street – Support I want to make cycling and walking more accessible in Oxford</p> <p>Silver Road – Support Making cycling easier and more accessible</p>
<p>(102) Local resident, (Oxford, Bodley Road)</p>	<p>Howard Street – Support It would be great to be able to use the passage with bikes more effectively</p> <p>Silver Road – Support More cycle parking would promote active transport</p>
<p>(103) Local resident, (Oxford, Boundary Brook Rd)</p>	<p>Howard Street – Support I'm a resident of Boundary Brook Rd, and a cyclist (both cargo bike and standard). I do not use the the St Mary's LTN very frequently with a cargo bike as it is so difficult to navigate the turn onto Howard St with a cargo bike. And even with a standard bike the visibility is dreadful, and I hate being forced to cycle on the pavement if I can't get between cars. Its is very dangerous for child cyclists.</p> <p>Silver Road – Support We need additional cycle parking. Bikes take up a lot less space than cars, so this would provide parking for more residents than currently. Can they please be cycle hangers, so as to give residents in the small terraced houses secure bike parking?</p>
<p>(104) Local resident, (Oxford, Boundary brook road)</p>	<p>Howard Street – Support The LTNs, school streets, and two way cycling in Howard Street have increased cycling to school (reducing car use) for Larkrise, SS Mary and John and Comper. This change would make the route safer, and access easier, especially for big bikes. It should be safer for pedestrians too as bikes will have direct access to the lane rather than travelling along some pavement, visibility of approaching bikes will be better too. However, visibility exiting the lane into Boundary Brook is poor due to parking so this needs addressing as well.</p> <p>Silver Road – Support</p>

	Cars are a particular hazard on that corner and there is little cycle parking provision
(105) Local resident, (Oxford, Campbell Road)	Howard Street – Support My children and I cycle through here frequently and this would make it far safer, it is a busy school cycle route. Silver Road – Support More bike parking needed
(106) Local resident, (Oxford, Church Cowley Road)	Howard Street – Support As a frequent cyclist through Flower Lane, having a smooth entry straight onto Howard Street would be so helpful. Otherwise it is often crowded and difficult to get through that space with pedestrians (often with buggies/strollers) and other cyclists. Silver Road – Support My friend is a Silver Road resident and she supports this change, so I will too.
(107) Local resident, (Oxford, church hill road)	Howard Street – Support I often walk/cycle past this route with my children Silver Road – Support I cycle in the area a lot and cycle parking is much needed
(108) Local resident, (Oxford, Cricket Road)	Howard Street – Support Makes it safe to cycle through flower lane and come out at Howard st Silver Road – Support Makes it safer to cycle

<p>(109) Local resident, (Oxford, Florence Park Road)</p>	<p>Howard Street – Support This will facilitate greater Active travel.</p> <p>Silver Road – Support This will facilitate greater Active Travel.</p>
<p>(110) Local resident, (Oxford, George Moore Close)</p>	<p>Howard Street – Support It will reduce collisions/near collisions between cyclists and pedestrians. Will it necessitate removing a tree? Will the kirb be dropped?</p> <p>Silver Road – Support Making the pavement safer for pedestrians.</p>
<p>(111) Local resident, (Oxford, Harold Hicks Place)</p>	<p>Howard Street – Support Strongly support - need to encourage walking and cycling, so strongly support making this easier by removing barriers to Flower Lane and making entry / exit to Flower Lane car free and safer 👍</p> <p>Silver Road – Support Strongly support - need much more on-carriageway cycle parking, and even better if it ensures safety of the filter 👍</p>
<p>(112) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Support I am a cyclist and think it would be an improvement</p> <p>Silver Road – Support I am always in favour of more cycle parking</p>
<p>(113) Local resident, (Oxford, Howard Street!)</p>	<p>Howard Street – Support Parking in that area reduces visibility and maneuverability</p>

	<p>Silver Road – Support There is not enough cycle parking in East Oxford!</p>
(114) Local resident, (Oxford, James St)	<p>Howard Street – Support Cycle and pedestrian access to Flower Lane needs to be easier and safer.</p> <p>Silver Road – Support Cycle parking is very difficult due to cars parking on the pavement, access with a bike from front gardens to the street is at times impossible, this is also true of Charles st.</p>
(115) Local resident, (Oxford, Kenilworth Avenue)	<p>Howard Street – Support I cycle along Howard Street daily to take my children to Larkrise School. Removing the parking and railings, and installing a proper ramp to link Howard Street to Boundary Brook Road would improve our journey and make it safer for pedestrians who share that small space with bikes.</p> <p>Silver Road – Support I walk and cycle daily on Howard Street. I have seen cars using the pavement to bypass the LTN bollard there and feel that it dangerous for my children who don't expect to have to negotiate cars on the pavement. The cycle racks would be a useful resource and prevent motorists behaving like that.</p>
(116) Local resident, (Oxford, Monmouth)	<p>Howard Street – Support Flower Lane is an important walking and cycling route for children commuting to Larkrise School. This includes parents cycling cargo bikes, etc. Currently it's hard to get big bikes through, and there is often congestion at the junction with pedestrians and cyclists. Removing the parked cars and the barrier will make this junction work much better.</p> <p>Silver Road – Support More cycle parking is always helpful, and we need to find a way to stop drivers ignoring the LTN filter.</p>

<p>(117) Local resident, (Oxford, Rymers Lane)</p>	<p>Howard Street – Support There is a huge increase in foot and cycle traffic on Flower Lane since the six LTNs have gone into OX4. This really is a bottleneck that needs addressing.</p> <p>Silver Road – Support This would simultaneously close a loophole in the St Mars LTN and provide much-needed cycle parking.</p>
<p>(118) Local resident, (Oxford, Rymers Ln)</p>	<p>Howard Street – Support The barrier at the entrance/exit to Flower Lane makes it difficult to navigate with a bike trailer, cargo bike or tag along to use this passage.</p> <p>Silver Road – Support The whole area needs more bicycle parking!</p>
<p>(119) Local resident, (Oxford, Silver)</p>	<p>Howard Street – Support I fully support this proposal. I cycle through this exact area four times a day. These changes are desperately needed.</p> <p>Silver Road – Support I live on Silver Road. I fully support this proposal. It will be nice to have that extra cycle parking when friends come over. It will also deter cars driving on the pavement to bypass the LTN.</p>
<p>(120) Local resident, (Oxford, Silver)</p>	<p>Howard Street – Support It will make our cycle commute to school easier and safer. We cycle our 5yo to Larkrise, it is difficult for her to mount the pavement on her bike, I hope this change will make that easier for her.</p> <p>Silver Road – Support Excellent idea - both to hinder cars driving over the pavement and to give on-street cycle parking for residents.</p>
<p>(121) Local resident, (Oxford, Silver)</p>	<p>Howard Street – Support I cycle often and this would make it more fluid.</p>

	<p>Silver Road – Support See before</p>
<p>(122) Local resident, (Oxford, Silver)</p>	<p>Howard Street – Support Our family uses the lane do school trips- gets very congested</p> <p>Silver Road – Support I live in Silver Road. Agree significant problem with cars driving over pavement and bike space will be valuable</p>
<p>(123) Local resident, (Oxford, Silver Rd)</p>	<p>Howard Street – Support The suggestion will reduce the risks of cyclists and pedestrians colliding at busy times (we have lots of near misses)</p> <p>Silver Road – Support If it protects the suggested cycle route, it is an important factor in the overall proposal</p>
<p>(124) Local resident, (Oxford, Temple road)</p>	<p>Howard Street – Support To enable bikes to pass onto the road and not have to dismount and use the pavement</p> <p>Silver Road – Support To encourage safe cycling to ensure bikes are able to come off of the pavement and into the road safely</p>
<p>(125) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – No objection The removal of the barrier at the end of 'Flower Lane' will make access to Howard Street easier and safer for cyclists, including young cyclists on the way to school</p> <p>Silver Road – No objection Aprove of ubfrastructure supoorting safe parking of bikes</p>

<p>(126) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – No objection If a partially object option were available I would have selected that as parking at that end of the street has become very difficult since Howard Street residents can no longer park in Boundary Brook.</p> <p>Silver Road – No objection This seems a sensible idea.</p>
<p>(127) Local resident, (Oxford, Boundary Brook)</p>	<p>Howard Street – No objection For safety when cycling</p> <p>Silver Road – No objection I support cycling safely in Oxford.</p>
<p>(128) Local resident, (Oxford, Essex St)</p>	<p>Howard Street – No objection no objection</p> <p>Silver Road – Support live at Barnet St end of Essex St -I fed up with the rat run it has become with drivers crossing over the pavement between Barnet St and Silver Rd circumventing the planters (which are still too far apart allowing small cars to drive between bollard and planter) - excellent way to solve the problem - fully support</p>
<p>(129) Local resident, (Oxford, Silver Road)</p>	<p>Howard Street – No objection If it means cyclists will be encouraged to use the road instead of the pavement.</p> <p>Silver Road – Support Support if it serves to stop motor vehicles from driving on the footway to dodge the LTN barrier</p>
<p>(130) Local resident, (Oxford, Barnet Street)</p>	<p>Howard Street – No objection Please don't cut any trees down</p>

	<p>Silver Road – Support Please put Sheffield locks in not the crappy ones you put on St Mary's road</p>
<p>(131) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Support I live on Howard St, my property backs on to Boundary Brook Rd where I have a garage at the rear of my property. I mostly cycle and mostly have used Flower Lane to gain access to my routes to town or the Churchill Hospital where I work part time 2 or 3 days a week. The proposal to take away the railings on Howard Street is a good one. I would hope that the kerbs would be dropped to allow for cycles both ways. There needs to be signs or markings on the pathway to show that pedestrian traffic along Howard Street has the right of way. The pathway is now heavily used by cyclists of all ages, and it is a joy to behold after all the good work of the last 2 years or so. I am in favour of the Silver Road cycle parking scheme also.</p>
<p>(132) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Concerns Our response is long but constructive, and I hope you will take the time to read it.</p> <p>The proposed double yellow parking area is opposite our house and will impact us directly. We also observe the alleyway area you are proposing to change, directly from the front of our house. It has previously been subject to some antisocial behaviour including drug dealing, which appears to have improved since the introduction of the LTN, presumably due to limited vehicle access for dealers to get to the junction of Howard Street and Flower Lane - the police were previously aware of this and I am not sure if you have consulted them but there may be implications for putting in yellow lines which can physically be used to pull a car in at this point.</p> <p>Directly due to the parking issues, we only own one car between us, and cycle and walk almost everywhere in Oxford, using our car only for longer distance trips and some work related trips. Prior to the introduction of permit parking on Howard Street it could be very difficult to find a space, but there were other options to park, such as Boundary Brook, using the footway you refer to as Flower Lane to return to Howard Street. However, Boundary Brook is no longer available as it is for permit holders of a different area, and spaces have also been taken off Iffley Road for the cycleways, and there are just not enough spaces on Howard Street for the number of permit holders, let alone visitors.</p> <p>You may not be aware that Howard Street has limited parking spaces due to the way the bays are set up on alternate sides, unlike Charles or Percy Street for example, which have parking all the way down both sides. I would suggest it probably has less parking spaces per property than most of the other streets in East Oxford. We fully accepted in</p>

moving to a Victorian terraced street that we would not always be able to park outside our house, but thought we would at least stand a chance at parking in the street we live on, or within a few minutes walk...

However, since the Boundary Brook area was made permit parking (not part of the RH area that Howard Street permits cover) it has become extremely difficult to park anywhere on Howard Street, especially in the evenings, and we frequently have to park on Charles, Catherine and sometimes even Percy Street. This is not just inconvenient, but in my work for the UK Anti-Doping Agency I am often returning very late at night or leaving as early as 4.30am (I test professional athletes and travel to where they are), and it does not feel very safe to be walking along empty dark streets to get to my car, with all the equipment which I cannot leave in the car overnight. Removing some residents parking spaces on Howard Street will make the current extremely difficult situation worse, and is just not feasible without some kind of additional parking capacity to make up for this. You may only be proposing to remove a few (2-3?) spaces, but it will make a huge difference in a street where there is rarely a space available at any time of the day, but especially in the evenings and overnight.

Whilst not related to this particular consultation, although still relevant and a consideration to the safety of cyclists who would come out of Flower Lane onto Howard Street, is the issue that since the introduction of the LTN we have had an increasing number of cars and motorbikes coming the wrong way down Howard Street (it is still one way only for cars), some of whom are clearly defying the signs, as they ignore any attempt by passers by or fellow motorists to tell them it is one-way and suggest they turnaround. Better signage at the end of Howard Street (signage is currently poor in size and visibility), may mitigate this to a degree, and make the whole area safer for cyclists and pedestrians.

We appreciate that your proposal is to provide better visibility for cyclists turning onto Howard Street from Flower Lane but we think it will make things less safe - especially for the many pedestrians that use this route. Removing the barriers means that cyclists will cycle down Flower Lane at a faster rate, without the barriers to slow them down, and arrive on Howard Street in a faster and even less safe way (for everyone) than currently - especially the Deliveroo/Uber Eats type delivery cyclists on electric bikes, who frequently use this route. There are many pedestrians, especially children who use the route to get to and from school, or cross the route whilst using the Howard Street footpath, all are at risk from faster cyclists. The current barriers keep pedestrians safer as cyclists must slow down/stop, and we believe there needs to be something that physically maintains this, to slow cyclists down to a safe speed.

We appreciate you are trying to make things better, but do not think the current proposal is the answer. If you must go ahead, please can we make a couple of suggestions in regards to your proposal:

	<p>1. Please provide REALLY good signage both on the path and some kind of barrier(s) along the path with a sign in the middle and at the end where the barriers currently are, to physically slow cyclists down. It is not just a cycle route but must also be safe for pedestrians who are using that route and who are walking up or down Howard Street on the footpath that crosses the end of Flower Lane. This includes children, and several older people with mobility issues and disabilities (including sight loss) who live on our street and use the Howard Street footpath to get from their homes to the Co-op or bus stop at the end of the street.</p> <p>2. We suggest allowing the RH area residents parking zone permit holders to also be part of the parking area on Boundary Brook. This is currently a huge permit parking area, but with very few cars using it, as the number of spaces to properties/car users is high - there is frequently a lot of space there which goes unused, whilst people will struggle even more to park on Howard Street with several spaces less.</p> <p>We hope that the above shows that we are focussed on finding a solution rather than just objections, but think the proposal as it is will make the area less safe for more people as it is currently proposed (cyclists and pedestrians), and will cause real inconvenience to the residents of Howard Street. However, we hope that our suggestions will be considered and enacted as a constructive and practical solution to the issues that arise from your proposal. We are happy to discuss further if you wish.</p>
<p>(133) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Concerns 11 metres of parking removed means about 4 or 5 fewer parking spaces. There is already a shortage of parking for residents in Howard Street. My solution to ease the parking spaces would be to allow those of us in Howard Street who have access to Boundary Brook Road, to opt for Boundary Brook Road permits rather than Howard Street ones. There seems to be plenty of spaces now in Boundary Brook Road - the people who used to park there seem to have moved to Iffley Turn.</p>
<p>(134) Local resident, (Oxford, Howard Street)</p>	<p>Howard Street – Object I object to this for the following reasons:</p> <p>I think the barrier and parked cars slow cyclists down, whereas barrier and parked car removal would in my opinion encourage cyclists to speed up, increasing danger to pedestrians, and to themselves, as removal of the barrier and cars means they will be able to join Howard Street at higher speed, increasing risk of collision with passing vehicles</p> <p>There is high pressure for car parking in Howard Street, so this would be increased by the removal of car spaces</p>

(135) Local resident, (Oxford, Howard Street)	<p>Howard Street – Object</p> <p>1. I am a parking permit holder. Parking is already exceptionally limited. Now with the proposed decrease in parking it will make it even more difficult for me to park my car at a reasonable distance from my house.</p> <p>2. I am a 70 year old man and my wife who is 65 is disabled and not able to walk well. We go shopping once a week and have never found parking even a mile near my house. My wife and I both struggle to bring the shopping home, since we spend a long time finding parking and then end up having to park on nearby streets.</p> <p>3. I don't accept being put at detriment as a resident of this street for other people travelling through the street. This is immensely irrational as cyclists can easily dismount from their bikes to avoid any danger.</p>
(136) Local resident, (Oxford, Essex Street)	<p>Silver Road – Concerns</p> <p>I'm writing to comment on the proposed Silver Road cycle parking places to help prevent motor vehicles illegally driving on the footway at this location. As a nearby resident I can confirm that the current Barnet Street filter design is insufficient and at least dozens of motor vehicles drive on the footway to bypass the bollard every day. Having looked at the proposed cycle parking plans online I am concerned that it will still be bypassed by motorists given that in order to work as planned the proposed amendment will always depend on a vehicle being parked next to the proposed cycle parking (diagram attached). I am afraid that there are some very dangerous and persistent motorists who have got used to this 'shortcut' and that you will have your work cut out if the amendment is anything less than water tight. Would it not be preferable to also move the Barnet Street filter ten metres further east and to narrow the gaps between bollards so that small cars are no longer able to drive freely through it? There is also the unaddressed problem of motorcycle and moped users...</p>
(137) Local resident, (Oxford, Howard Street)	<p>Howard Street – Object</p> <p>I live in Howard Street and am very strongly opposed to the proposal-firstly on the grounds that it seriously endangers pedestrians and also that it further reduces the already depleted parking spaces.</p>

I walk past 'Flower Lane' regularly-I live close by on that side of the road. As it stands, cyclists slow down, because there is a barrier there. If that barrier were to be removed, cyclists and scooters could come straight out on to the pavement with no speed restriction at all, increasingly endangering pedestrians.

At least one of the pedestrians who regularly uses that stretch of the pavement is blind-he already struggles with an obstructed pavement at times. Many are elderly, and many are small children. I know that I am not alone in being concerned about this.

I have read all the documentation and can find no mention of the safety of pedestrians. All I can see is 'to provide more direct and convenient routes for cyclists'. Has a risk assessment to pedestrians been carried out? If so, it would be good to have sight of it.

My understanding of the Highway Code is that pedestrians take priority over cyclists. Cyclists have been given priority in all other recent measures in the City, but in this instance the safety of pedestrians should be prioritised. It is a pavement, after all and a much used route to the Co-op and bus stop.

The 'Flower Lane' link is very short-it is hardly going to slow down a cyclist, even if they had to get off and walk. The nature of the project-the mural and plants, is to give pleasure as you walk through it. As a pedestrian, our safe walking routes, such as the towpath, are diminishing-I really hope that this proposal will be reconsidered on the grounds of safety.

The other objection is the removal of two parking spaces. When the permit parking was introduced in Boundary Brook Road, residents at the Iffley Road end of Howard Street were not allowed to apply for permits for that zone-not even visitor permits. The rationale behind this escapes me, as I believe that the residents at the Cowley Road end of Howard Street are allowed to have a permit for the zone that covers Cricket Road. The result is increased pressure on parking in Howard Street and an empty stretch of Boundary Brook Road behind Howard Street-there are not even any short stay spaces for visitors.

This proposal would put greater pressure on the already limited spaces-along with the danger to pedestrians already mentioned. I would be interested to know why a 'direct and convenient route for cyclists' takes precedence over the safety of pedestrians.