

To Whom It May Concern:

I am writing to express significant concerns regarding the proposed changes to parking restrictions in the Headington Central CPZ on York Road. The proposed changes represent a significant safety risk to pedestrians and cyclists and will impair flow of cars approaching a busy junction. Moreover, there is no need for increased parking availability. Finally, these changes are contrary to the Headington Neighbourhood Plan 2017-2032.

To further explain these concerns:

- 1) Cars parked on both sides of the road make it more dangerous for pedestrians crossing the road as the line of sight is impaired. York Road has significant pedestrian traffic to Wood Farm and Windmill schools, with children crossing the road, sometimes independently. Loss of a clear line of sight, particularly close to two junctions with York Avenue and Old Road increases the risk of a pedestrian being hit by a vehicle.
- 2) Cars parked on both sides of the road reduce the space available for cyclists on the road, forcing them to pull out into the middle of the road and face oncoming traffic, which increases risk of an accident and discourages cyclists from cycling.
- 3) There is usually queueing traffic for >30 minutes per day at rush hour along York Road, with vehicles trying to pull out onto Old Road and backed up beyond York Avenue. By restricting the width of York Road to a single track with increased parking availability on both sides of the road, the flow of traffic will be impaired increasing noise and air pollution and increasing danger for pedestrians and cyclists whilst drivers become frustrated.
- 4) With increasing vehicle width, it is commonplace to see vehicles choosing to park mounted on the pavement on York Road where parking is available on both sides. The pavement is not wide enough for this, resulting in impaired pedestrian traffic. As already stated, buggies frequently pass up and down York Road and struggle to pass cars which are parked mounted on the pavement (see photographs below taken today on York Road to evidence).



- 5) There is simply no need for increased parking. New homes have not been built along York Road recently. Photographs below taken today during parking restriction hours, illustrate unoccupied space for 6 cars in 2-hour wait spaces where the proposed increases to parking provision are suggested. Given that all of the properties on York Road have driveway parking in addition, there is simply no demand for additional parking.



- 6) The Headington Neighbourhood Plan 2017-2032 specifically states “The aim of the policies produced by the Transport Group is to reduce traffic congestion and its associated adverse consequences of air and noise pollution and constraint of economic activity, by actively encouraging journeys on foot, by bicycle, public transport or shared car scheme vehicle”. The proposed parking changes will increase parking provision where there is no demand, increase traffic congestion, increase air and noise pollution and discourage journeys by foot and bicycle and so are contrary to the Neighbourhood Plan.

In summary, the existing parking provision is more than sufficient for demand and by limiting parked vehicles to one side of the road during the majority of hours, road safety is optimised and traffic congestion minimised. No change to the current parking on York Road is needed.