

Divisions Affected - Iffley Fields and St Mary's

CABINET MEMBER FOR ENVIRONMENT - 21 JANUARY 2021

**OXFORD – EAST OXFORD: PROPOSED SECURE ON-STREET
SECURE PEDAL CYCLE PARKING PLACES**

Report by Interim Corporate Director Communities

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for secure on-street cycle parking in East Oxford except for the proposals at the north east end of Regent Street.

Executive summary

2. It is proposed to use money from the allocation from the Home Office Safer Streets Fund allocated to Thames Valley Police for the provision of secure on street cycle parking in eight streets between Iffley and Cowley Road from The Plain to Bullingdon Road. This money must be spent by the end of March 2021.
3. Consultation on the provision of secure parking for 104 bicycles on the carriageway in these eight streets was carried out in November and December last year. Whilst there were some common objections to the proposals in general as well as some specific objections/concerns about finer details, there was considerable support for the provision of additional secure cycle parking.
4. Having carefully considered all of the responses received in the context of the very limited potential to make alterations to the proposals due to constraints of highway width and layout, it is recommended that the necessary changes to car parking are made as advertised in order that these secure cycle parking spaces can be delivered. That is, with the exception of the one section at the north-east end of Regent Street as explained later in the report.

Financial and Staff Implications (including Revenue)

5. Funding for the proposed secure pedal cycle parking spaces has been provided to Thames Valley Police from the Home Office Safer Streets Fund. Once installed, the stands will become a highway asset maintained by the city council on the county council's behalf. It is expected that only minimal maintenance will be needed; comparable to if standard Sheffield stands had been the chosen solution as elsewhere in the city.

Equality and Inclusion Implications

6. A small number of car parking spaces (approximately five) will need to be removed across the eight streets in order to provide space to park 96

bicycles (assuming the officer recommendation about Regent street is approved). In most cases, any space lost has been re-provided in the close vicinity. However, even where this has not been possible, people with ongoing mobility issues can continue to use their blue badge to park in other residents' car parking spaces and can choose to apply for a dedicated blue badge holder space close to their property. The loss of space for a small number of cars is, in your officers' view, justified in order to provide additional cycle parking space to encourage more people to use a more sustainable mode of transport.

7. Providing on carriageway secure cycle parking should help remove a number of the bicycles currently parked against property boundary walls and signposts which often partially block pavements, creating a hazard for people with visual and mobility impairments.

Sustainability Implications

8. The proposals will encourage greater levels of cycling and walking in the area and across the city in support of the objectives of the Oxford Transport Strategy. Also the delivery of the proposals for low traffic neighbourhoods that are due to be funded by the £2.9m award by DfT from its second round of the Active Travel grant.

Background

9. The need for providing secure on-street cycle parking in this part of East Oxford has been identified by Thames Valley Police (TVP) in response to a significant problem with cycle theft in this area. Last summer, TVP received funding from the Home Office Safer Streets Fund for measures that would cut crime and the impact it has. Oxford has high rates of cycle theft and many residents in the inner East Oxford area have limited options to park their bikes securely. A door to door survey carried out by TVP in the autumn revealed that of the 170 bike owners questioned, 128 felt that additional public bike stands would make the area safer to own and keep a bike.
10. Proposals for secure on street cycle parking were drawn up by county officers for eight streets between Iffley and Cowley Road from The Plain to Bullingdon Road. Having liaised with the county and city councils, TVP settled on the Streetpod product by the Cyclepods company (www.cyclepods.co.uk/streetpod/) which would allow 8 bicycles to be parked securely in the same amount of space used to park an average sized car – 5m by 1.8m. When used correctly, the front wheel of a bicycle is automatically secured when its frame is locked to the Streetpod stand.
11. In order to place the Streetpods on the carriageway, some existing permit car parking bays would need to be adjusted. Wherever possible any car parking capacity lost in doing this would be re-provided nearby. Some streets would see a small net loss of car parking spaces for residents. Overall though, across the eight streets, the proposals would result in space for parking for 104 bicycles and the loss of only approximately 5 car parking spaces that residents could use.

Formal Consultation

12. Formal consultation on the revised proposals as shown at Annexes 1 to 9 was carried out between 19 November and 18 December 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including TVP, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to approximately 820 properties in the area which included the formal notice of the proposals. Additionally, street notices were placed on site in and around the area.
13. 90 responses (accounting for an 11% response rate based on letters sent) were received during the consultation. These are summarised in the table below which shows a high level of support for the proposals:

Location	Support	Object	Concerns	No opinion	Total*
Bullingdon Road	54 (60%)	4 (5%)	3 (4%)	29	90 (100%)
Circus Street	55 (61%)	2 (3%)	4 (5%)	29	90 (100%)
Hurst Street	56 (63%)	2 (3%)	6 (7%)	26	90 (100%)
James Street	55 (61%)	6 (7%)	3 (4%)	26	90 (100%)
Marston Street	56 (63%)	15 (17%)	5 (6%)	14	90 (100%)
Regent Street	53 (59%)	6 (7%)	4 (5%)	27	90 (100%)
St Mary's Road	55 (61%)	3 (4%)	4 (5%)	28	90 (100%)
Stockmore Street	56 (63%)	4 (4%)	5 (6%)	25	90 (100%)

* total includes one submitted response/petition signed by multiple residents

14. The individual responses are presented at Annex 10. A full response from Cyclox is at Annex 11. Copies of the original responses are available for inspection by county councillors.
15. The majority of the supportive comments made by respondents were on the grounds that bike theft is a real issue for residents and visitors alike and that providing additional secure bicycle parking would not only encourage more people to cycle but would also help to free footways of informally parked bikes, making it easier and safer for people to walk for local journeys.
16. Most common objections and/or concerns about the proposals were as follows:
- Loss of car parking capacity*
17. Some respondents made the point that space for residents' cars is already very tight and any removal of capacity in order to provide secure cycle parking would represent an inconvenience because car parking may not be possible in the immediate vicinity of where they live.

18. As already mentioned, the overall loss of car parking to provide space for 104 bicycles is very limited and as such officers believe it is justified when considering the potential benefits resulting from higher levels of owning and using a bicycle in the area. The loss of 5 car parking spaces is a very small proportion of the total number of spaces available for residents in the area. Of course people who have mobility needs which mean they have a blue badge can apply for a dedicated parking space very close to their property.

The proposed cycle stands are not in the right place and will not be used

19. A number of specific comments were made about the exact locations of the proposed cycle stands, sometimes with suggestions for alternatives which were felt would be better utilised. For example, in Marston Street it was felt that the stands outside number 38 were not needed by those houses and would be better placed towards the Iffley Road end of the street, closer to the Oxford Blue pub. Others suggested that the stands should be outside numbers 55 to 63 in Marston Street where there was a greater need due to many of those properties being houses of multiple occupation and with little provision to securely park bicycles.

20. Whilst there may well be take up of cycle stands placed in the road near numbers 55-63 Marston Street, there is no clear opportunity for the lost car parking to be re-provided nearby, unlike by number 38. And whilst there are some front yards in the latter location, they are still small and often used for bin storage rather than bike parking.

21. In Stockmore Street, suggestions were also made to move the cycle stands closer to the Cowley Road end of the street. However, there are highway constraints that would make this very difficult if not impossible. Some other suggestions were made about better positioning of cycle racks in St Mary's Road, Crown Street and James Street.

22. Generally speaking, placing stands at the end of the streets connecting Iffley to Cowley Roads has been avoided where possible with locations being chosen centrally on streets if available so they are accessible to more residents (and less likely to be used by visitors to the Cowley Road). It is also the case that constraints on the highway such as road widths, the need to provide suitably spaced vehicle passing bays and keeping dropped kerbs/legitimate vehicle accesses clear means that the options for placing cycle stands are actually very limited. The chosen locations may not always be directly outside a house where there are currently no secure cycle parking facilities, but officers believe that there will be sufficient people who will be willing to walk a short distance from their front door to make use of the proposed cycle stands.

23. Even where small changes to the proposals might just be possible within the highway space constraints already mentioned, officers are not convinced that they would necessarily result in greater use by residents (particularly if they move to the end of streets). In any case, these would require a further round of formal consultation. And it is more than likely that moving stands to another location will result in fresh objections even if the original concerns are

addressed. It is, therefore, the view of officers that apart from the one situation on Regent Street explained below, the new cycle stands should be delivered in the locations as proposed.

The bicycle stands should be covered/provided within secure hangars

24. The use of lockable hangars was investigated by TVP but on balance they were not considered appropriate for these streets where road widths are very restricted and there would have been major logistical challenges in managing ongoing access to the hangars.
25. Having said that, the proposed changes to the use of kerb space in this area do not specify which parking solution for bikes needs to be used. If the Streetpod stands are not successful (monitoring of the cycle parking will be part of the project), an alternative solution for cycle parking could be investigated and introduced at a later stage should funding be available. The city council is keen to consider the bike hangar solution for other streets in Oxford.
26. Whilst many people would prefer to use a covered cycle stand if they were given the choice, officers believe that the offer of secure on street cycle parking, even if it is uncovered will still be sufficiently popular. The fact that so many people supported the proposals would suggest that there is in fact a good chance the uncovered stands will be well used. Monitoring will reveal how well used these uncovered stands turn out to be.

Landlords should do more to provide secure cycle parking on their property

27. There are undoubtedly some opportunities in front yards of properties in the area for secure cycle parking to be provided. But in many cases this is the responsibility of the owner/landlord and it is outside the scope of this project to persuade them to take action to provide Sheffield stands or similar. As such it is definitely worth pursuing the on street secure cycle parking to encourage more ownership and use of bicycles.

The on-street cycle parking will attract clutter as people leave bikes unattended for long periods

28. It is inevitable that some bikes will be left for long periods, most often when they become unusable for mechanical reasons. Some may be left for good. This would not allow efficient use of the spaces. The issue of 'dead' bikes is managed by the city council elsewhere in the city, especially the city centre and whilst resources are inevitably stretched, this should not be a reason for the proposed cycle parking not to be introduced. Residents should get in touch with the city council and, if necessary, their local city and county councillors to report 'dead' bikes.

The bike racks will get damaged by vehicles or will cause an unhelpful obstruction for pedestrians, especially those with mobility and visual impairments

29. In finalising the design of the installation of the bike racks, the need to protect them from passing or parking vehicles will be taken into account – it may be possible to place appropriate traffic bollards to address this problem. Having said that, the racks will take up no more width than the existing car parking spaces. Measures to ensure people with visual impairments do not walk into the racks will be carefully considered e.g. parking bay markings on the road and white lines on the pavement as well as reflective strips and signs on the cycle stand units themselves.

Unhelpful interaction with proposals for St Mary's Low Traffic Neighbourhood (LTN)

30. The county council's successful bid to DfT's Active Travel fund included a proposal for a St Mary's LTN the design for which is due to be developed and consulted on during 2021. Some people suggested that the proposals for cycle parking may conflict with the proposals for the LTN. The county council will bear this in mind in developing the LTN proposals and of course attempt as far as possible to minimise any further impact on resident car parking. There will be consultation with residents and stakeholders as the LTN proposal progresses.

Parking for non-standard bicycles should be provided

31. In finalising the details of the installation of the cycle parking, providing some space for non-standard bicycles will be considered e.g. cargo bikes, tandems etc. However, it must be noted that whilst this might be possible, this would mean a reduction in the number of spaces available for standard bikes. One option might be to provide space for 6 bicycles rather than 8 at some of the installations. Unfortunately, it will be difficult to ensure that only non-standard bicycles use the spaces designated for them. This could be trialled for a period and if found not to be successful, an additional stand for two bicycles added later.

Regent Street proposals

32. It had been proposed that at the east end of Regent Street, the existing residents' car parking on the north side is switched to the south side and a space for secure bike parking added. However, concerns have been raised about the impact of this on the accesses for numbers 14 and 18 Hurst Street which are on Regent Street. In the case of 18 Hurst Street, the relocated car parking on Regent Street would go across the access. In the case of 14 Hurst Street, the relocated car parking would be directly opposite.
33. It must be noted that there is currently no legal vehicle access to 18 Hurst Street and an application will need to be made for that to the county council. The presence of a parking bay would not jeopardise the success of any future application for a vehicle access. However, the relocated parking bay would make it very difficult to safely use the existing legitimate vehicle access to 14 Hurst Street. Additionally, the advertised proposals will result in all the parking bays being on the same side of the street. This could result in vehicle speeds in the street increasing.

34. It is therefore recommended that the changes in this location are not taken forward. The other proposals for Regent Street for cycle racks (outside numbers 6 and 20) should proceed.

Monitoring and evaluation

35. It is suggested that ongoing monitoring of the scheme be carried out with a review carried out approximately 6 and 12 months after the implementation of the changes should they be approved.

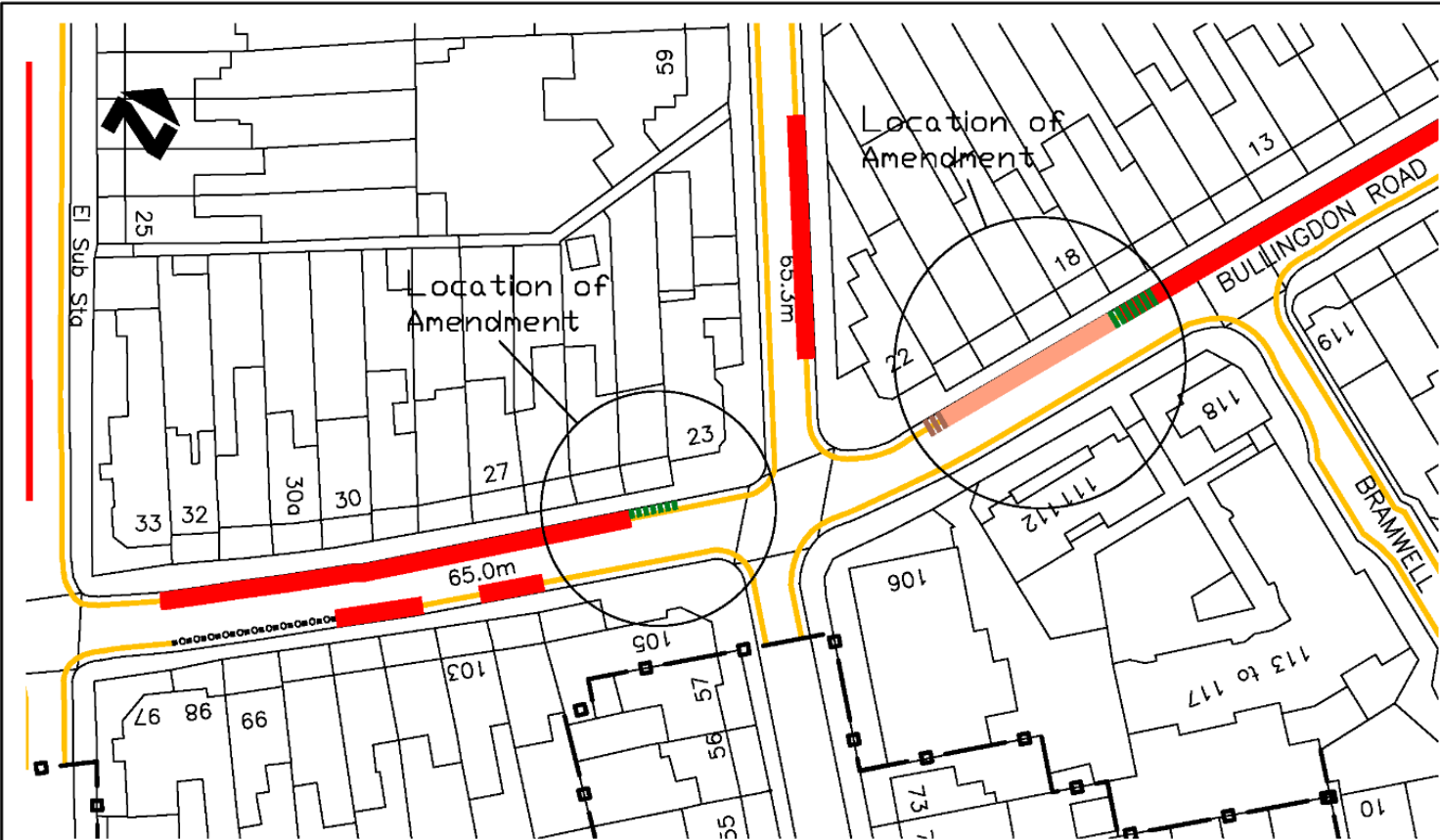
JASON RUSSELL

Corporate Director, Communities

Annexes: Annex 1 - Plan of proposals for Bullingdon Road
 Annex 2 - Plan of proposals for Circus Street
 Annex 3- Plan of proposals for Hurst Street
 Annex 4 - Plan of proposals for James Street (East)
 Annex 5 - Plan of proposals for James Street (West)
 Annex 6 - Plan of proposals for Marston Street
 Annex 7 - Plan of proposals for Regent Street
 Annex 8 - Plan of proposals for St Marys Road
 Annex 9 - Plan of proposals for Stockmore Street
 Annex 10 - Consultation responses

Contact Officers: Craig Rossington 07880 945891
 Hugh Potter 07766 998704

January 2021



Waiting Restrictions & Parking Places.

- | | | | |
|---|--|---|--|
| Proposed No Waiting at any time. | | Existing 2-Hour Parking 8.00am-6.30pm Mon-Sat, Permit holders exempt from time limit. | |
| Proposed 2-Hour Parking 8.00am-6.30pm Mon-Sat, Permit holders exempt from time limit. | | Existing 3-Hour Parking 8.00am-6.30pm Mon-Sat, Permit holders exempt from time limit. | |
| Proposed Permit Holders Only Parking. | | Existing Permit Holders Only Parking. | |
| Proposed secure on street cycle parking | | Existing Doctors Parking 8.00am-6.30pm Mon-Fri, | |
| Existing No Waiting at any time. | | Existing Disabled Persons' Parking Place | |
| Existing No Waiting 8.00am-6.30pm Mon-Sat. | | Disabled Persons' Parking Place 8.00am-6.30pm Mon-Sat (see note 2). | |
| Existing No Loading 7.30am-9.30am & 4.00pm-6.30pm Mon-Sat. | | Limits of the East Oxford CPZ | |
| Existing No Loading at any time. | | | |
| Existing 1-Hour Parking 8.00am-6.30pm Mon-Sat. | | | |

Notes

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth
A	Minor amendments to Key.	SMA	29.10.20		

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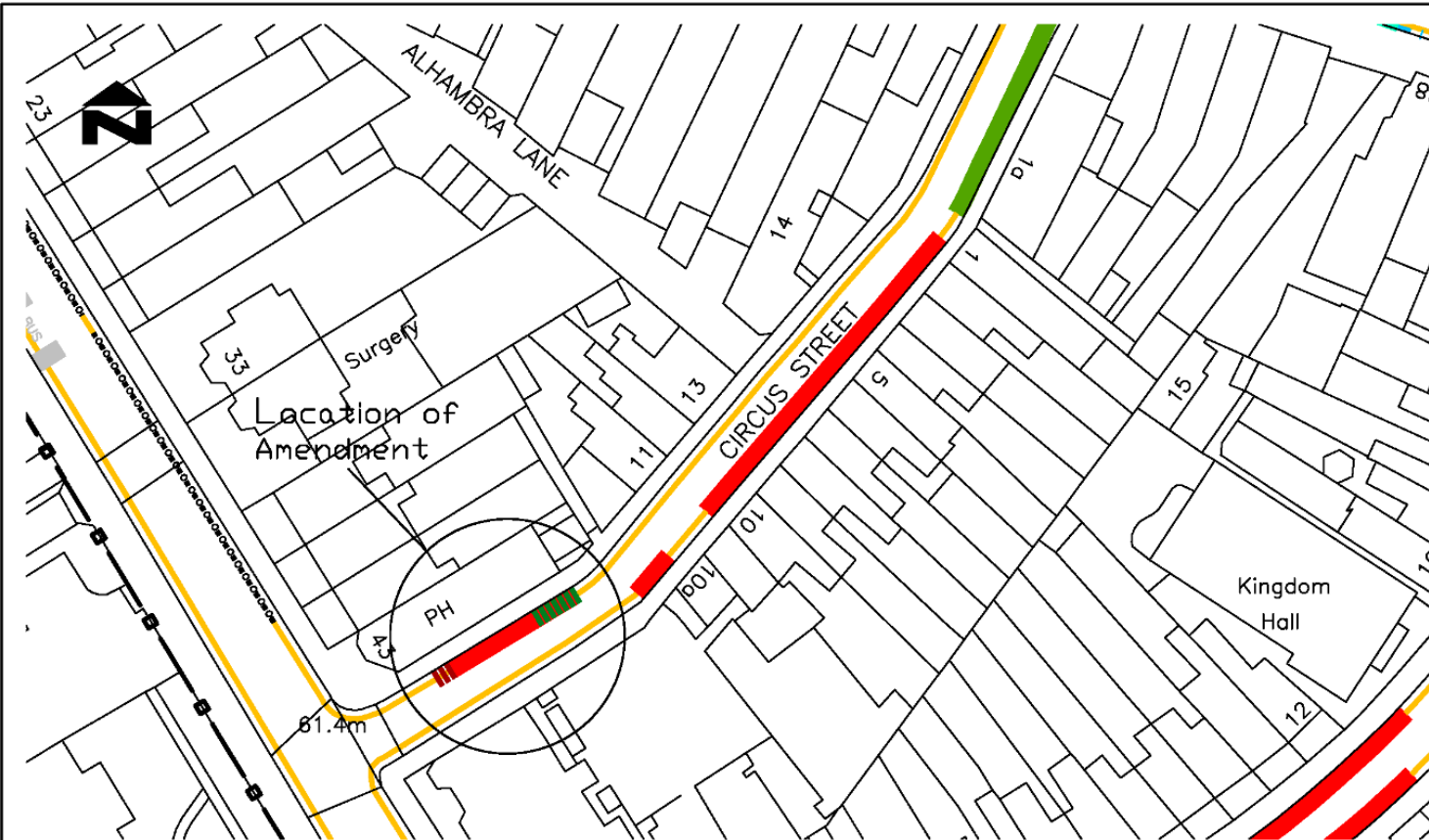
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Title

















ANNEX 1
Proposed Cycle Parking Place
Bullingdon Road

Scale	Drawn By	Checked By	Approved By
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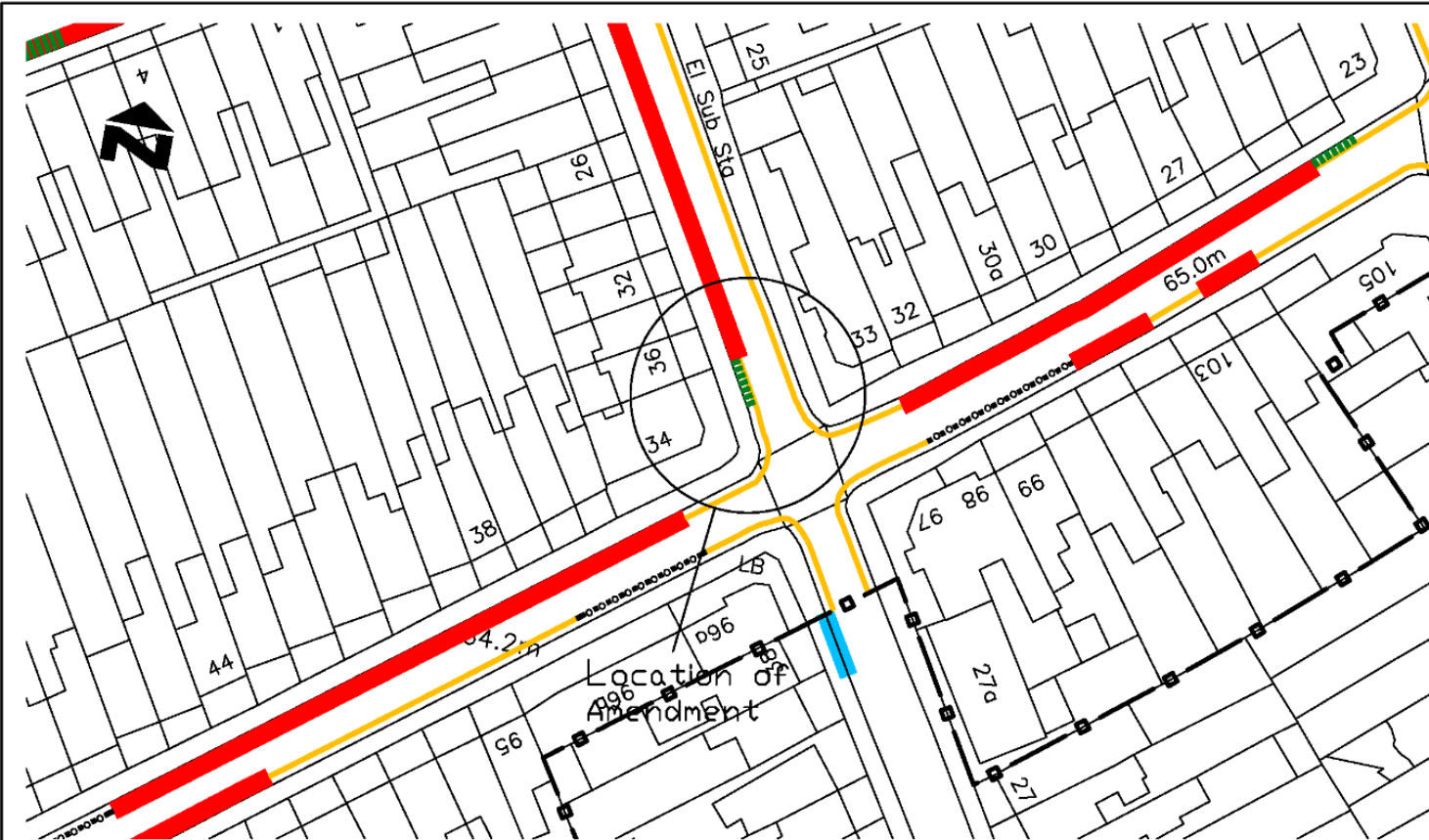
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**Proposed Cycle Parking Place
Circus Street**

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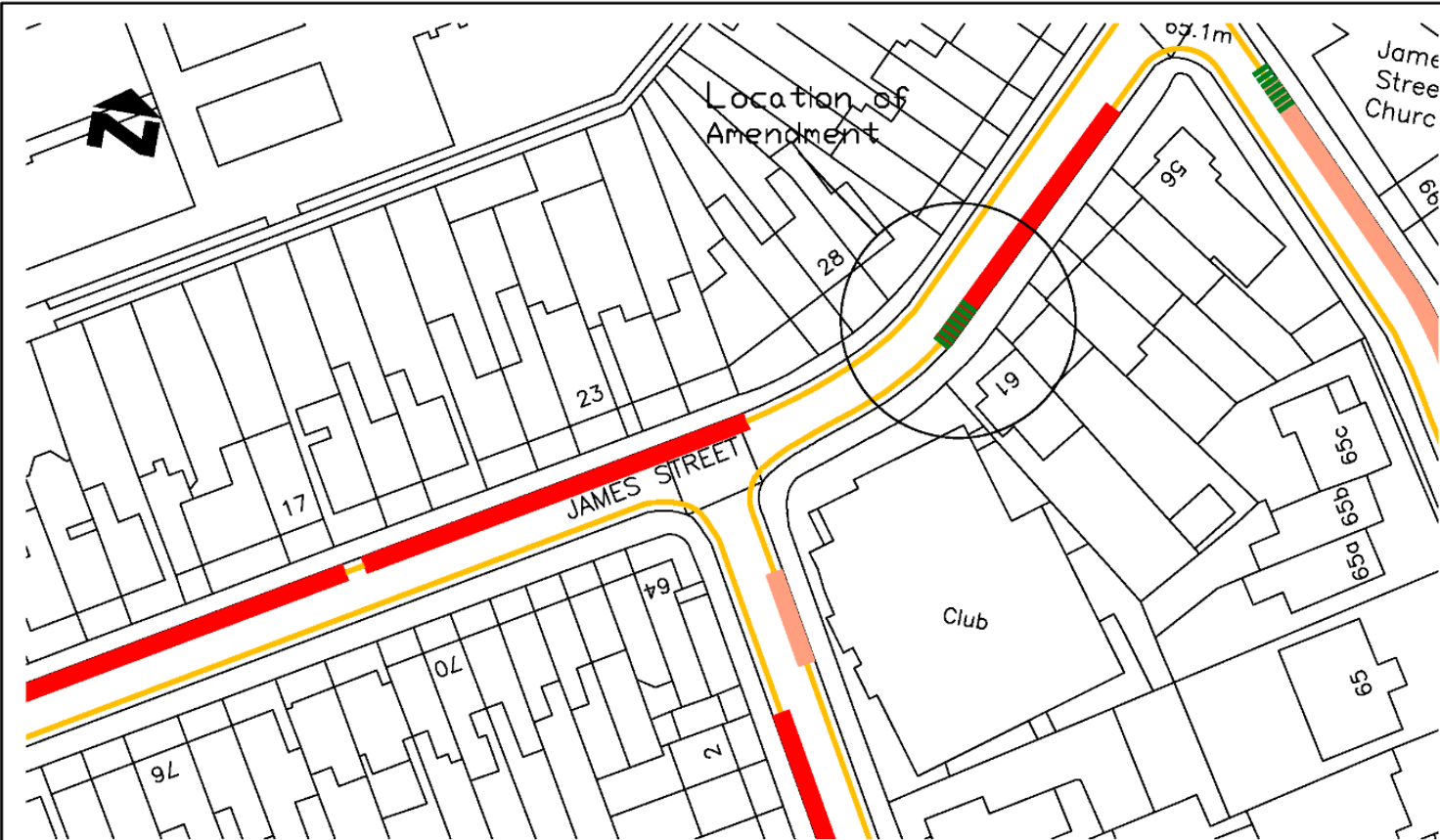
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**Proposed Cycle Parking Place
Hurst Street**

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Drawing Number: **0034/A3/00607**

Rev: **A**



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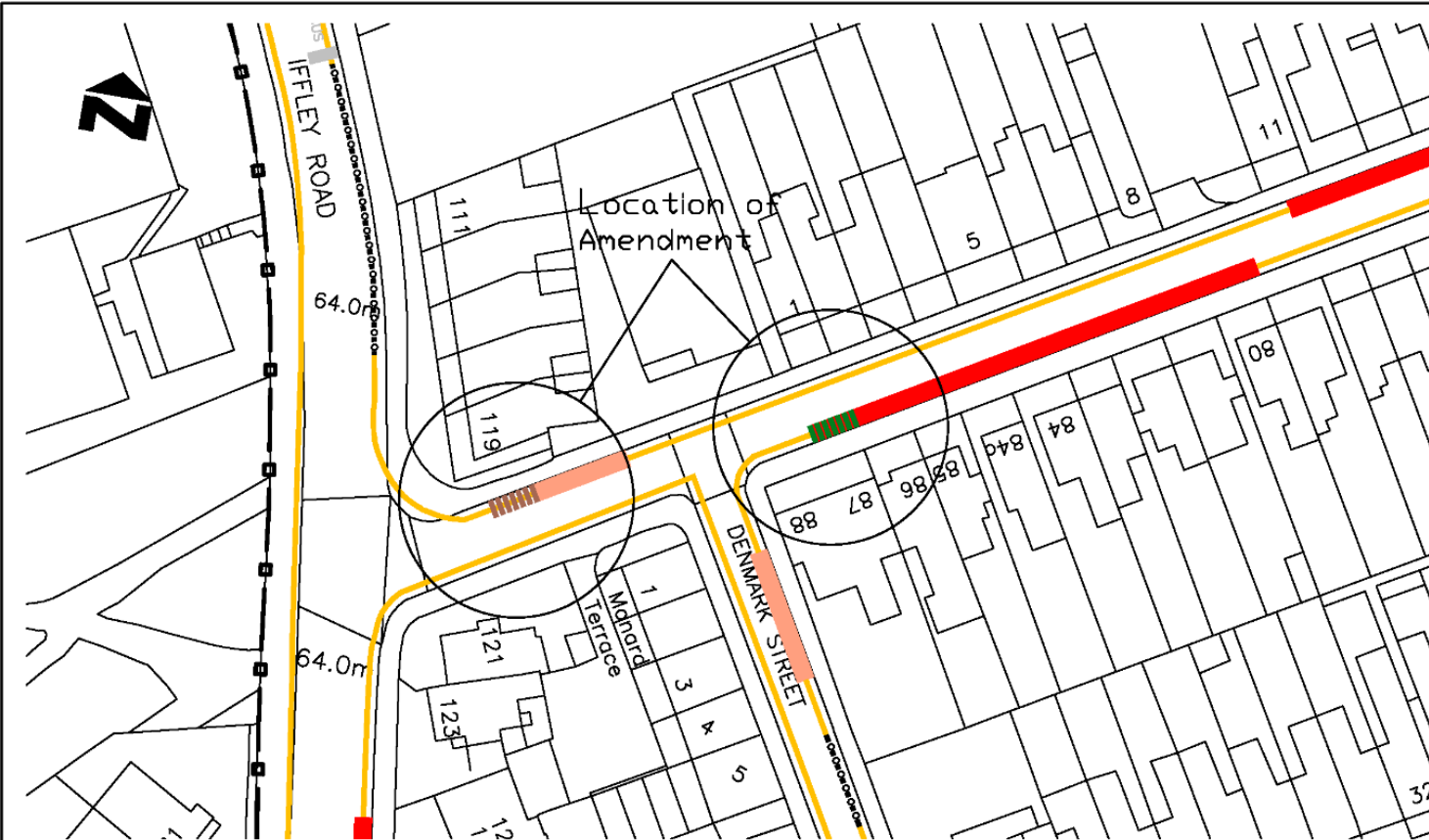
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**Proposed Cycle Parking Place
James Street (East)**

Scale	Drawn By	Checked By	Approved By
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Drawing Number **0034/A3/00605** Rev **A**



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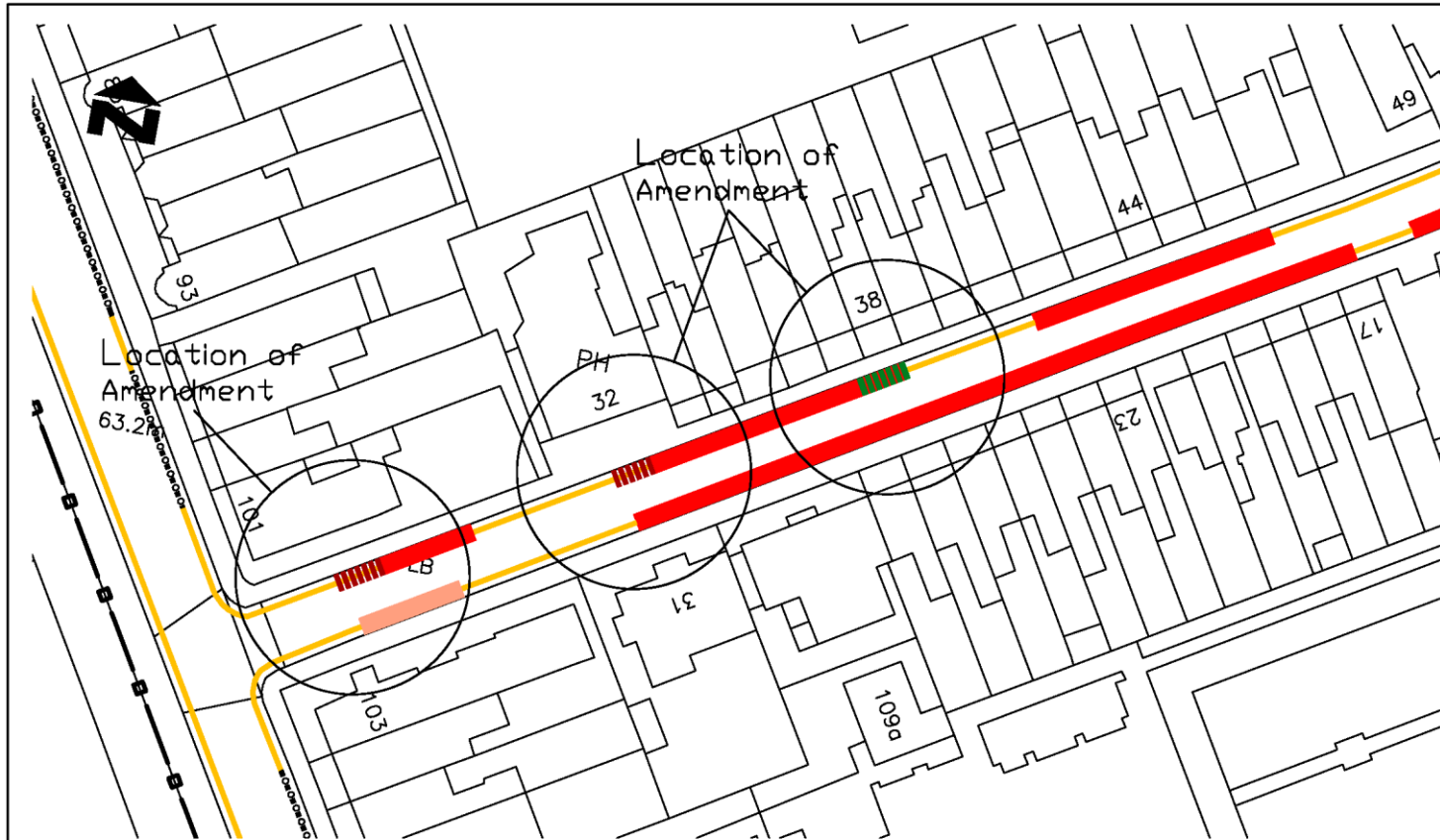
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**ANNEX 5
Proposed Cycle Parking Place
James Street (West)**

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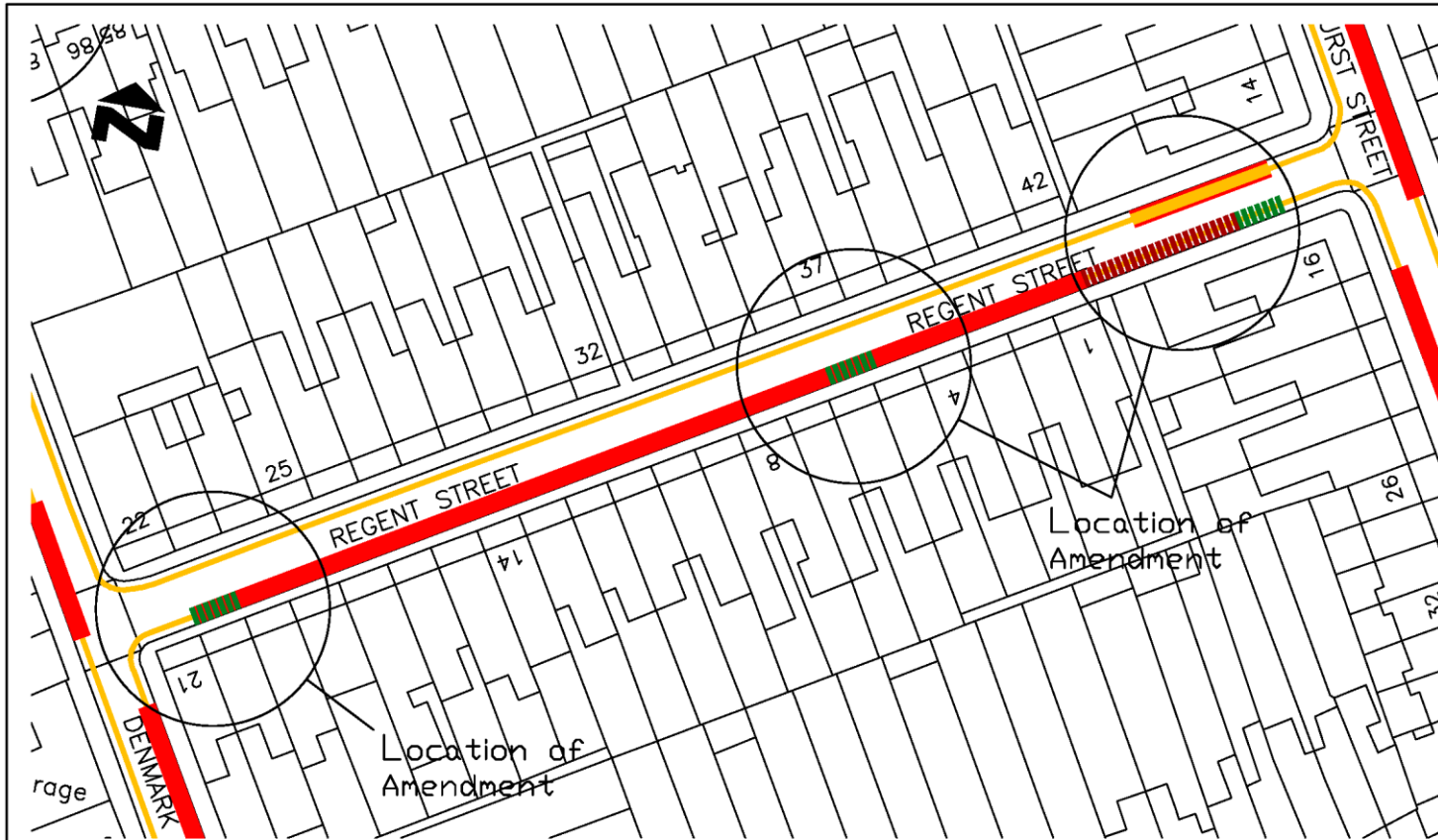
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**Proposed Cycle Parking Place
 Marston Street**

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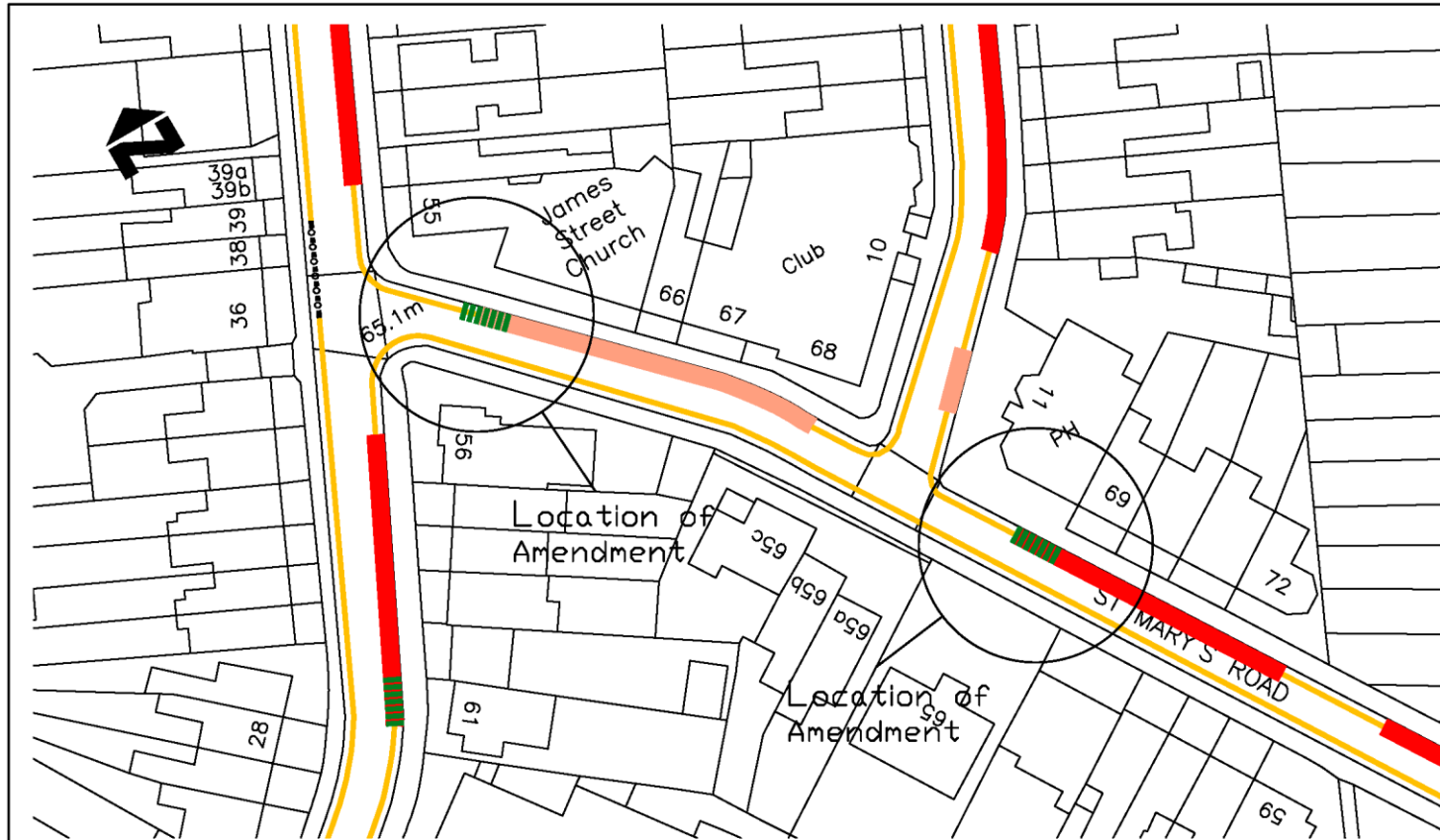
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**Proposed Cycle Parking Place
Regent Street** **ANNEX 7**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
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	23.10.20		

Drawing Number **0034/A3/00606** Rev **A**



Waiting Restrictions & Parking Places.

Proposed No Waiting at any time.		Existing 2-Hour Parking 8.00am-6.30pm Mon-Sat, Permit holders exempt from time limit.	
Proposed 2-Hour Parking 8.00am-6.30pm Mon-Sat, Permit holders exempt from time limit.		Existing 3-Hour Parking 8.00am-6.30pm Mon-Sat, Permit holders exempt from time limit.	
Proposed Permit Holders Only Parking.		Existing Permit Holders Only Parking.	
Proposed secure on street cycle parking		Existing Doctors Parking 8.00am-6.30pm Mon-Fri,	
Existing No Waiting at any time.		Existing Disabled Persons' Parking Place	
Existing No Waiting 8.00am-6.30pm Mon-Sat.		Disabled Persons' Parking Place 8.00am-6.30pm Mon-Sat (see note 2).	
Existing No Loading 7.30am-9.30am & 4.00pm-6.30pm Mon-Sat.		Limits of the East Oxford CPZ	
Existing No Loading at any time.			
Existing 1-Hour Parking 8.00am-6.30pm Mon-Sat.			

Notes

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth
A	Minor amendments to Key.	SMA	29.10.20		

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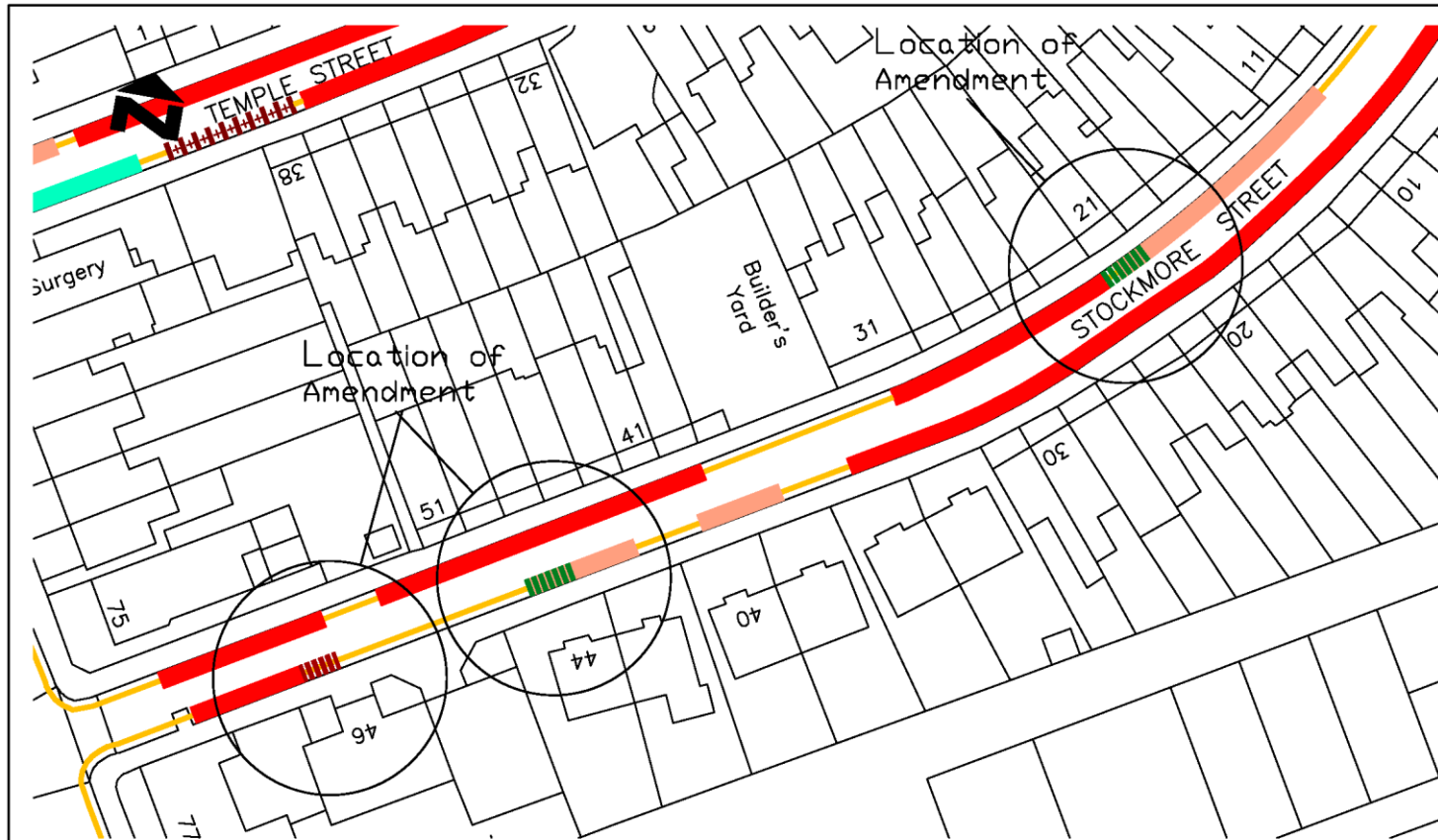
**East Oxford Triangle
Cycle Parking 2020**

Title

**Proposed Cycle Parking Place
St Mary's Road**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date	Date	Date
	23.10.20		

Drawing Number **0034/A3/00608** Rev **A**



Waiting Restrictions & Parking Places.

Proposed No Waiting at any time.		Existing 2-Hour Parking 8.00am-6.30pm Mon-Sat, Permit holders exempt from time limit.	
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**East Oxford Triangle
 Cycle Parking 2020**

Title

**Proposed Cycle Parking Place
 Stockmore Street**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date	Date	Date
	23.10.20		

Drawing Number **0034/A3/00602** Rev **A**

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local Group, (CYCLOX)	Support – <i>(See Annex 11 for full response)</i>
(3) Local Group, (OXTRAG)	<p>Concerns - We are concerned that, unless appropriate mitigation measures are included, the cycle stands and parked cycles will be a hazard to visually-impaired people. The mitigation measures that we consider to be essential are as follows:</p> <ol style="list-style-type: none"> 1. The area within which cycles are to be parked should be delineated on the three sides in the carriageway by dashed line carriageway markings to Diagram 1028.4, of the Traffic Signs Regulations and General Directions, and the markings should be 150mm wide. On the fourth side, which we assume will coincide with the kerb, there should be a continuous white line, 150mm wide, on the edge of the footway, including the top of the kerb. 2. The cycle stands should be black, and bands of high-visibility tape should be applied to them. The first and last stand (whichever direction they are approached from) should also have a tapping rail with a cycle-parking sign to Diagram 968.1 of the Traffic Signs Regulations and General Directions. There is a very good illustration of this in Cycling England Standards C.04, and I am attaching a copy of the illustration for your convenience. 3. The cycle stands should be positioned so that the wheels of cycles that are secured to the stands will not encroach on the footway.
<i>[A. Objections/Concerns]</i>	

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<p>(4) Local Resident, (Oxford, Denmark Street)</p>	<p>Bullington Road - Object Circus Street - Concerns Hurst Street - Concerns James Street - Object Marston Street - Concerns Regent Street - Object St Mary's Road - Concerns Stockmore Street - Concerns</p> <p>As car permit holder since it has been introduced I feel we cannot lose any more parking places firstly due to the 2 hour limited and parking places being taken away for the bicycles racks. If students did not bring cars into resident parking areas then perhaps there would not be a strain on the permit parking areas thus freeing up room for you to put bicycle racks. As a cyclist I have kept my bicycle on my property and have not cluttered up paths. Maybe the landlords that house the students in area should do more to provide places for bicycles. As a resident of Denmark street for 40 years I can see these racks being used as dumping ground for bicycles so they should go well with the bins lining our paths daily.</p>
<p>(5) Local Resident, (Oxford, Stockmore Street)</p>	<p>Stockmore Street - Object</p> <ol style="list-style-type: none"> 1 Racks will fill up with abandoned bikes that are not worthy of theft. 2 Bikes will not be secure from theft. You just can't leave bikes of any value out in East Oxford. 3 Fewer parking spaces for cars when there aren't enough already. 4 Residents have already made provision for storage of their bikes closer to their premises.
<p>(6) Local Resident, (Oxford, Hurst Street)</p>	<p>Regent Street - Object</p> <p>The proposed extension of the permit parking blocks the back gate access to 18 Hurst Street, which is located opposite of the back gate of no 14 Hurst Street. Currently we are remodelling the property and plan to drop the curb to enable off-road parking. This stretch of our garden (which is L-shaped) used to be a garage we are planning to replace the gate and reinstate this as off-road parking as soon as our construction work to the house has finished.</p>

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<p>(7) Local Resident, (Oxford, Hurst Street)</p>	<p>Regent Street - Object</p> <p>I live at 18 Hurst Street which has a rear access via double gates on Regent Street - it is adjacent to number 1 Regent Street. I use these gates to park my car on my own private land which results in less need for on street parking which is at a premium in the area. I object to the current plans which show parking spaces being created which will block my gate and prevent it from being used. This will be detrimental to the local environment as I will no longer be able to park my car on my own land there and have to use a street space. I will also no longer be able to park my large cargo bike on my land so will be forced to make more local journeys and school runs by car. This is undesirable. I also plan to use the land for parking an electric car in the future which will be more eco-friendly and reduce local emissions. It is unacceptable that my access to my property that has been maintained for decades should be removed.</p>
<p>(8) Local Resident, (Oxford, Marston Street)</p>	<p>Marston Street - Object</p> <p>This is what I think: The proposed parking place on/near house numbers 36-38 is not a good location. Most parking problems is near to Cowley Road end, Stephen's House. Also some people cycle to the Oxford Blue Pub however not many, If there must be a parking better to do near to the pub or towards Iffley Road end as there is more space and out of the residence parking. 1) I have objection that it is a narrow road and cycle parking for the residents (us) will make worst while we are parking, taking our shopping out or any work if carried in the buildings. We do wait if we need a load to do or ask not to park until the work finished to our neighbours but with a permanent obstacle we have no chance. 2) I don't think any of the resident demands a cycle parking around 36-38. It will be never safe unless it is a boxed storage. We don't park our bike safely even in front of our garden. My neighbour specially put a boxed (shed like) storage for safety for their bike. Because, the parts of the bikes even stolen if it is locked securely. 3) I am concerned that bikes will be park disorganized, even left by students going home for so long. 4) Parts stolen, vandalized bikes appearance won't be nice to see. I have seen some other safe pedal cycle parking, I sure can't see it, look good on the middle of the road both end with terrace house. I do hope my view will be taking into consideration.</p>
<p>(9) Local Resident, (Oxford, James Street)</p>	<p>Bullington Road - Object Hurst Street - Concerns James Street - Object Regent Street - Concerns St Mary's Road - Object</p>

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	<p>While I appreciate the idea of bike parking spaces, I am not sure who they are for. If they are for residents, most of those in the streets I have ticked have front gardens where they can lock bikes, and many have sheds. If it is for those coming to the Cowley Road or to shop, it would be better to have these in, for example, the Tesco car park and not on residential streets. I am a cyclist as well as co-owning a car, and we frequently already have problems parking anywhere near our house so I am very reluctant to lose any car parking spaces in James Street. I am often driving either an elderly person or a toddler, neither of whom can walk far and I can't drop them off on their own, so parking a distance away is already hard. The proposed site is right outside our house.</p>
<p>(10) Local Resident, (Oxford, James Street)</p>	<p>Bullington Road - Object Circus Street - Object Hurst Street - Support James Street - Object St Mary's Road - Object Stockmore Street - Support</p> <p>When representatives from TVP came to ask our opinion on increased "secure" bike parking, my household expressed we would not want it. Those gathering opinions were quite pushy about getting a positive assessment from us about having more cycle parking, so I suspect that the data informing this policy has been biased. I currently commute only by cycle and would absolutely not use cycle parking on the road. The major reason for this is the risk of damage by passing pedestrians: I had my wing mirrors knocked off while parked in the area in one year, always on the footpath side. So as a cyclist, I see no benefit in reducing the current very limited car parking availability and replacing it with bike parking.</p> <p>Things that would actually help would be enforcing the existing parking restrictions in this area, especially people parking on yellow lines at the junction of Cowley Rd and James St to visit KFC, which creates incredible hazards for cyclists and pedestrians.</p> <p>For residents of this area, parking is incredibly short in supply. I'm an NHS worker and am often rotated out of the ring road area for work, to sites that are not commutable by public transport in shift work. When I have needed a car for this work I was frequently unable to find a spot within a few blocks of my home. The current parking situation does not support further reduction.</p>
<p>(11) Local Resident, (Oxford, James Street)</p>	<p>Bullington Road - Concerns Circus Street - Concerns</p>

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	<p>Hurst Street - Concerns James Street - Concerns Marston Street - Concerns Regent Street - Concerns St Mary's Road - Concerns Stockmore Street - Concerns</p> <p>In principle secure cycle parking is welcomed but there are a number of issues I would highlight.</p> <p>Size and appearance of secure racks: your documentation indicates the units will be 5m x 1.8m. How many spaces does this equate to, how many resident spaces will be lost? A sketch illustrating the appearance of the proposed units would be helpful. I have seen a photograph of a type of secure unit and it is both large and ugly and would clutter the streetscape. Residents will wish to know how they look.</p> <p>Currently cycles are kept in front gardens (mainly HMO/student houses) or secure storage (mainly resident family houses). It is true some gardens are very small and it is a case of cycle in garden, waste bins on pavement. But I wonder who will utilize the racks.</p> <p>My primary concern is whether this initiative will impact on another proposal for James Street. The installation of modal filters in James Street to cut down the speeding rat-run it has become. This was fully supported by the St Mary's LTN and one of the bids put forward by the Council for government funding. The location of the secure street cycle parking outside no.61 would abut with the proposed location of a modal filter (outside nos 59/60). Potentially this would eliminate 2-3 resident parking spaces. While not strictly related to this consultation vis a vis secure cycle provision some reassurance about the status of this proposal would be helpful. Residents in James Street would have a preference for modal filter installation and not secure cycle racks.</p> <p>On the general question of parking, I question the eligibility of students to have resident parking permits and think both Universities should be clear that students are not allowed to have cars in the city. Earlier in the summer the students at no 29 had 4 vehicles. (2 in their driveway and 2 parked at no 28 without the homeowners consent - the occupant was away for the summer).</p>
<p>(12) Local Resident, (Oxford, Stockmore Street)</p>	<p>Bullingdon Road - Concerns Circus Street - Concerns Hurst Street - Concerns</p>

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	<p>James Street - Concerns Marston Street - Concerns Regent Street - Concerns St Mary's Road - Concerns Stockmore Street - Concerns</p> <p>I am very strongly in favour of creating secure cycle-parking spaces. However, I can find no mention of the spaces being covered. If that is right, people will use the spaces for short-term visiting of friends or shopping on Cowley Road but the spaces will be useless to residents. You are correct that 'many residents in this area have limited options to securely park their bikes' but outdoor spaces will most definitely NOT 'encourage more people to own and use a bike'. I have been cycling in Oxford for 28 years and I gave up my car 14 years ago because I rarely used it. I cycle throughout the year in all weather, within and beyond the ring road. I know that neither I or anyone else who has or buys a bike that is fit for commuting or shopping wants to leave it to rust in the rain.</p> <p>Look at this: https://www.cyclehoop.com/case-studies/ (I have no vested interest in this - I just googled on your behalf). If my suggestion costs three times as much, create one-third as many spaces and monitor what happens to bike ownership and usage. Then you will have evidence to show what works. So much is spent on parking for cars - please get it right for those of us who do not pollute. Please DO contact me and other cyclists so we can help you achieve your aims and not waste this opportunity and this money. If I have misunderstood, and you are proposing covered spaces, I am delighted.</p>
<p>(13) Local Resident, (Oxford, James Street)</p>	<p>James Street - Object</p> <p>With regards to your proposal of making changes to an already very limited parking area (James Street) for residents with cars. I strongly oppose this proposal.</p> <p>From my point of view all the houses on James Street have a substantial front garden, enough for all the bins and up to 4 bikes! So to lose 2 parking spaces outside of our block of houses will cause great inconvenience to all the residents who pay for CPZ. Not everyone can cycle to work as we don't work in Oxford.</p>
<p>(14) Local Resident, (Oxford, James Street)</p>	<p>James Street - Object</p> <p>I very strongly oppose to this as this will mean less parking spaces for residents by at least two spaces in James Street. The parking in James Street is very difficult at the best of times for residents to park and losing valuable car spaces is not</p>

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	<p>desirable. We all pay to park in this area and are not happy when valuable spaces are removed.</p> <p>The majority of front gardens in James Street could house cycles for each household. Landlords should be encouraged to provide adequate security for cycles.</p>
<p>(15) Local Residents, (Oxford, Marston Street)</p>	<p>Marston Street – Object (<i>Letter signed by 13 residents</i>)</p> <p>We have discussed these proposals at length and whilst we agree that the ambition to encourage more cyclists is very sound, we have some concerns regarding the street parking scheme for bicycles in this Street.</p> <p>The majority of us believe the benefit of such facilities would not be for us, the residents, but rather the general public.</p> <p>The proposed location in this Street is outside numbers 37 and 38 (the house numbers are consecutive), which is close to the Iffley Road end.</p> <p>Few of the current residents at the Iffley Road end either own bicycles or already have provision to store them within their own gardens and houses.</p> <p>Older residents and particularly female residents (of which there are a good number of both in this Street!), do not feel comfortable parking bicycles at a distance from their own house and then walking home particularly late at night, even if only a few houses away.</p> <p>The proposed locations of the parking facilities don't have the benefit of being at the mid-point of the Street for all residents to use should they wish to do so (which is highly unlikely according to our enquiries). Nor would it be practical from a safety point of view to have such facilities there due to the curve in the road and busy access to St Stephen's College.</p> <p>There are no residents at the Iffley Road end of the Street or indeed the Cowley Road end who have expressed any interest in using such a facility were it to be made available.</p> <p>Indeed we the undersigned would not use it as we feel our bicycles would be more secure within our own gardens and houses.</p> <p>We consider the main users of such parking facilities would be non-residents : if near the Iffley Road end it is highly likely</p>

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customers of the Oxford Blue Public House would be the main users of it and if located at the Cowley Road end customers of the various cafes/restaurants and shops.

The desire for bicycle parking from residents is very slim.

There is some suggestion that perhaps those houses nearer the Cowley Road end on the Eastern side (numbers 55- 63) may benefit as they generally have little or no space in their front gardens, and being primarily HMOs, have more than a few bicycles mainly locked to railings on the pavement and thus causing obstructions.

There is also the general concern of bicycles being vandalised, left for long periods of time or being abandoned completely, as we see throughout the City. We doubt if the Council or indeed the police would be monitoring these facilities for their use!

There is strong concern regarding the potential for noise late at night particularly after pub closing time and also for damage to residents' cars.

Should the Council consider that it is a vital community requirement and will genuinely enhance the lives of the residents of Marston Street and intend to provide such a facility regardless of our views we strongly urge you to reconsider the proposed location.

At the very least it should not be located immediately outside pure residential properties on both sides of what is already a narrow busy road.

Either a location by the commercial units at the Cowley Road end or less favourably outside the Oxford Blue Pub would, in our opinion be more acceptable.

The advantage of having one near the Cowley Road end would be to relieve the pavement obstruction and hopefully deter from the number of cars which consistently park there ignoring the double yellow lines and parking restrictions already in place.

If such facilities were outside the Oxford Blue we believe it would have less impact on residents, it would not be surrounded by parked cars in the same way as the proposed location. An additional residents' parking space could be more sensibly be added to the current area outside 38/39.

<p>(16) Local Resident, (Oxford, Hurst Street)</p>	<p>Hurst Street - Concerns</p> <p>I live on Hurst Street and we are a two-car household, as we need these for our jobs and in addition we have a number of bikes; hybrid, road, city and kids bikes. We have also fallen victim of bike theft but not from the house, from the city centre. The two primary concerns that I have:</p> <p>1. <u>Additional pressure on already in demand parking spaces</u></p> <ul style="list-style-type: none"> o CONCERN: At present it is already difficult to find a parking space, especially if there is some bad parking, skips or events at the Conservative Club. This has often left me circling the surrounding streets to find somewhere to park after returning from work or picking the kids up from their childcare arrangements (which are not currently possible to cycle to for logistic reasons) o CONCERN: Some of the proposed residents parking in Regent Street will be preventing 18 Hurst from using their off-street access o QUESTION: Please can you advise what the net parking spaces will be in the Hurst Street, Regent Street, James Street, Bullington Road and St Mary's Road area? <p>2. <u>Increase of abandoned bikes and tackling crime</u></p> <ul style="list-style-type: none"> o CONCERN: We have had an abandoned bike on the corner of Hurst Street/Regents Street that is locked to the road sign. This bike has been here for some time and has a police aware sticker on it dated 4th Sept 2020 (I feel that this has been here since at least the beginning of the year) stating that it will be removed within 7 days and disposed of within 35 days - picture attached. o CONCERN: How are you going to ensure that these bike stands do not create extra noise at night, with people standing around chatting whilst they lock/unlock their bikes - I'm just grateful that one of these are not outside my house. o QUESTION: Whilst it is great to receive this funding, have any survey's been completed to understand if local residents would use them? I did have a police officer come around to advise that it was happening but to be honest, I will not be using them, as I would prefer our bikes to be on my property in the front garden. o QUESTION: please can you advise how you are going to manage potentially abandoned bikes, as per the existing example detailed above? i.e. what reassurances can you provide so that we do not have bikes dumped here when students have left the city. o QUESTION: please can you advise how these bike standards are going to 'cut crime'? It was from one of these types of stands that my partner's locked bike was stolen from.
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<p>(17) Local Resident, (Oxford, Hurst Street)</p>	<p>Hurst Street - Object Regent Street - Object</p> <p>I STRONGLY OBJECT to the proposal to remove existing parking spaces on Regent Street and introduce parking just along one side of Regent Street. This is for the following reasons:</p> <p>It will result in the LOSS OF ACCESS TO 2 OFFROAD PARKING SPACES The double gated parking for 18 Hurst Street will have parking in front of it and be blocked. The double gated parking for 14 Hurst Street will be inaccessible. A row of parked cars opposite makes it impossible to gain sufficient lock to turn in or reverse in through the gates for 14 Hurst Street. Please note I was granted planning permission last year to renew my gates and erect a carport; Until now I had intended to install a charging point for an electric vehicle in the carport.</p> <p>INCREASED SPEED OF VEHICLES DRIVING DOWN REGENT STREET Switching the parking to just one side of Regent Street creates an unimpeded straight line for vehicles to accelerate immediately as they turn and drive down Regent Street. At the moment we have parking spaces on alternate sides of the street which at least slows vehicles down at the Hurst Street end of Regent Street and means the distance is shorter along Regent Street for cars to gain speed. Any serious initiative to promote safer streets should try to slow traffic down not increase vehicle speeds or encourage the use of the street as an easy rat run.</p> <p>OVERALL LOSS OF PARKING SPACES FOR RESIDENTS AND VISITORS. We only just have enough parking spaces and visitors frequently have to park on the double yellows</p> <p>As a corner property I have a long wall and hedge boundary on Regent Street and a hedged front garden on Hurst Street. Over the past 11 years I have found numerous broken D locks and cable locks cut with bolt cutters that have been discarded and thrown over my hedge. The introduction of on-street parking places for cycles does not change the fact that bicycles locked to street furniture in Oxford are relatively easy to steal.</p> <p>I OBJECT to the proposal as it stands to introduce on-street cycle parking spaces. This is for the following reasons:</p> <p>EASE OF THEFT. The proposed Sheffield cycle stands (inverted 'U's) are NOT SUFFICIENTLY SECURE. On-street cycle parking spaces will act as A MAGNET FOR 2 KINDS OF THIEF: a) Those who park a van and fill it up with bikes.</p>
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	<p>b) Those looking to steal bicycle parts – this happens often, wheels especially. Instead of having to go from house to house, the bikes will be in handy locations in residential streets with no CCTV.</p> <p>ABANDONED BICYCLES / BICYCLE WRECKAGE / STREET CLEANLINESS AND GENERAL NUISANCE VALUE. The bicycle below on the left started off as a complete bike left at first lockdown (March), Parts have been taken subsequently. It doesn't look like the owner is coming back. The months have passed by and the wreckage is still there on 15 December. Who is going to be responsible (and fund) ongoing monitoring and removal of abandoned bicycles? Who will be responsible for cleaning round the proposed stands which will collect litter dropped in the kerb, blown in the wind and deposited in bicycle baskets?</p> <p>THE PROPOSED SHEFFIELD CYCLE STANDS (inverted 'U's) WON'T ANSWER FUTURE NEEDS. More and more people in the area are using electric scooters (which are small enough to keep in a student room) and electric bikes. Is someone with an expensive electric bike really going to park it at one of these inverted 'U' cycle stands? I also see more bicycles with child trailers and the proposed stands don't accommodate these.</p> <p>I have lived in Hurst Street for many years and I welcome initiatives for safer streets. If Thames Valley Police have funds, please could they be directed to support anti-drugs initiatives. One example would be to make the entrances to alleys that run at the backs of our homes less attractive for dealing and drug taking. Alley security gates are recessed a couple of metres back from the pavement and sadly, provide ideal spaces for transactions and drug-taking.</p>
<p>(18) Local Resident, (Oxford, Stockmore Street)</p>	<p>Stockmore Street - Object</p> <p>Although I am sure that the idea is well intended I am not happy with the idea and if I'm honest see little need for it on Stockmore street for the reasons I will explain below.</p> <ul style="list-style-type: none"> • Virtually all (if not all) of the houses on Stockmore street have a small walled area outside the property where occupants can and are more likely to want to, park their bikes. Personally I would not leave my bikes out the front anyway but if I needed to I would far rather lock them in my front garden. The other main accommodation on Stockmore street belongs to the University which already provides adequate bike storage for their students. • My second objection to this idea and far more pressing, is the idea that we will lose a parking space. Parking on Stockmore is already very tight particularly during term time. We certainly don't have the capacity to lose spaces regardless of whether they are 2-hour which also double up as permit holders.

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<p>(19) Local Resident, (Oxford)</p>	<p>Object – on the grounds that it removes car parking facilities that are already in short supply. There is a need for permit and 2-hour term car parking in all the roads intended for the cycle parking scheme. I suggest the scheme utilises areas that are at present marked with yellow lines.</p>
<p>(20) Local Resident, (Oxford, Hurst Street)</p>	<p>Regent Street - Object</p> <p>I was extremely distressed to read about the plans for Regent Street under the above proposals.</p> <p>Although I fundamentally agree that East Oxford needs more secure bike parking spaces, the proposals on this particular street will affect my family and the environment unduly.</p> <p>For many decades my property on Hurst Street has had rear access via a large double gate on Regent Street adjacent to number 1 Regent Street. The attached illustrated document will show where these gates are located.</p> <p>The gates will be blocked by car parking spaces in the proposed plans.</p> <p>These gates are invaluable, and I use them for multiple purposes.</p> <ul style="list-style-type: none"> - I park my car in there, meaning that I am taking up one less parking space - these are at a premium in the area. Ending my use of it would make no sense. - I park a large cargo bike in there, which allows me to do all school runs and local shopping without the use of a car - this reduces traffic and emissions. The bike is too bulky and heavy for me to manoeuvre between parked cars and there is not room to park it at the front of my property - I will be forced to get rid of it and use my car several times a day for very short journeys. - I plan to buy an electric car in the near future which I would be able to park and charge on my property. This will help reduce my carbon footprint. It only makes sense that I can carry out this plan. <p>For these reasons I urge you to reconsider the Regent Street plans to grant me full access to this right of way onto my property - the thought of losing it is causing me enormous distress.</p> <p>My suggestion would be that the three parking spaces on the other side of the road next to the side of 14 Hurst Street be</p>

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	<p>retained (they seem to be lost in this new plan although it is not entirely clear). This would still leave a bike rack unaccounted for but perhaps an alternative position for them could be found in the wider scheme.</p>
<p>(21) Local Resident, (Oxford, Stockmore Street)</p>	<p>Stockmore Street - Concerns</p> <p>Being a resident of Stockmore Street I am all too aware that car parking on most of these streets is already stretched. I am worried that if car parking spaces were reduced further that this problem would become exacerbated. I wonder whether you had considered working with the 'Low Traffic Neighbourhoods' proposal to site these cycle parking facilities with the modal filters (where there will already be a loss of car parking).</p>
<p>(22) Local Resident, (Oxford, Marston Street)</p>	<p>Marston Street - Concerns</p> <p>I fully support better provision both current and future for cyclists in the area and right across Oxford. I am concerned that the proposed on-street bike parking will get little use from residents in its current proposed location yet would get used if placed at the Cowley Road end of Marston Street.</p> <p>At the Iffley Road end of the street, nearly all houses have space within their property at the front of the house for bikes to be locked up on private property, close to the front door of the bike's owner. Comparing this to the Cowley Road end of the Street, where there are fewer houses with space at the front of the house, I suggest that for "origin cycle parking" this would be a better location for the on-street bike park. This is particularly the case for the HMOs No.55 to No.63 inclusive.</p> <p>The only time routinely that bikes are parked in any number on the street at the Iffley end of the Street is when a group visit The Oxford Blue pub. Council policy OC24 (page 48 of Oxford LCWIPx192001 Approved by Cabinet 190317) encourages retrofitting of cycle parking "in the existing development". There is space on pub land for provision of cycle parking. In the first instance, if you are wanting to provide secure cycle parking for destination parking for the pub, please would you work with the pub to achieve this, rather than using the street.</p> <p>In the same document, on page 68, Policy OW11 states that "road markings will be designated to provide on street cycle parking bays where there is a need". There is a constant need during term-time for secure bike parking outside No. 55 to No.63. Some bikes can be locked to the railings on the pavement side of the properties, but there is not enough space for all the bikes. Out of term-time, this is less of an issue. I have not measured the pavement there, it is reasonably wide, but when multiple bikes are locked up against each other over-night, the Council's aim to have 2 metres width of free space on the pavement may be compromised.</p>

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	<p>I recommend that secure bike parking is provided for these houses (No 55- No 63) rather than, as proposed, outside No 38 and No 37 (which is what I presume you mean in your documents). There is a streetlight directly outside No. 60, which is in the middle of the row. The provision is much more likely to be used here than at the Iffley end of the Street.</p> <p>The double yellow lines stretch between No 39 and No 41 is regularly used as a passing place as this is the point when drivers travelling towards Cowley Rd see cars/vans coming the opposite direction as they come around the bend in the road. One of the requirements of the bike parking is that it reduces the likelihood of damage by passing traffic. Placing it at a point where drivers pull in to let traffic through would not reduce this likelihood.</p> <p>Would the Council check that the three new build houses that are approaching completion are complying with Policy HP15 residential Cycle Parking? These are 4 bed houses, which would require 3 cycle spaces per dwelling. With the imminent occupation of these houses, and since they are high-value properties, they are likely to attract car owners. I am pleased that the Council is planning not to reduce the provision of car parking space in the street. On balance, the current provision is just about adequate, anecdotal evidence comes from the Street WhatsApp group, neighbours generally do not have routine difficulty in parking on the street except occasionally in term-time when student HMOs are occupied and more than one car per household is parking on the street.</p> <p>Whether the new houses will mean 6 extra cars parked on the street, or three, or none, time will tell but any additional cars owned as a consequence of new build housing will put significant pressure on the availability of parking.</p> <p>To conclude, I recommend to you that the section of on-street bike parking is outside the houses No 55-63, preferably directly under the streetlight at No 60. If the Council's concern is to remove some destination bike parking from Cowley Road, users of the cafés and restaurants around the area of the Cowley Road/Marston Street junction might be grateful for secure parking and pedestrians/chair users equally grateful that the pavement of Cowley Road is less congested.</p>
<p>(79) Local Group (Stockmore Street Residents' Association)</p>	<p>Stockmore Street - Object</p> <p>The Stockmore Street Residents' Association objects to the East Oxford Proposed Cycle Parking ref: CM.12.6.32 proposals as tabled, on the grounds that the specific positions for the secure on street cycle parking stands depicted on the Stockmore St map will not achieve the objectives of this initiative.</p> <p>We support the underlying policy.</p>

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	<p>From local experience we therefore recommend that for the 2 sections of cycle parking substitute the current a) on the south side outside property No.44, and b) on the north side outside No. 21 with</p> <p>a) on the north side outside No.92 Cowley Rd and b) on the south side opposite No.1 Stockmore St</p> <p>This is because a) there is no resident's demand at the Iffley Rd end by No.44, properties there being college halls of residence and already adequately provided with secure cycle stands and b) most demand lies by the cluster of HMO's towards the Cowley Rd end (No.92 Cowley Rd is actually in Stockmore St) where the draft plans for the low traffic neighbourhood also indicate is near where modal filters will be positioned.</p>
<p><i>[B. Support]</i></p>	
<p>(23) Local Resident, (Oxford, Regent Street)</p>	<p>Support - I strongly support the installation of cycle parking in East Oxford and in general any measure that will reduce traffic/parking in the area.</p>
<p>(24) Local Resident, (Oxford, James Street)</p>	<p>Support - I am in principle in favour of this proposal but would like more information on what makes this bike parking secure. Since bicycle theft is such a problem in this area, for the additional cycle parking to be effective, it really does need to be safer than an ordinary metal support. In addition, it would seem important for this initiative to be coordinated with the proposed LTN in our area, since both promote active travel and both may result in the loss of on-street parking for residents.</p> <p>If active travel is a success, we should not be concerned about the loss of on-street parking in the long run, but in the short run it may prove disruptive and unpopular to take away parking spaces.</p> <p>Finally, what plans, if any, are being made that the bike parking spots don't become monopolized by abandoned or neglected bikes?</p>
<p>(25) Local Resident, (Oxford, Marston Street)</p>	<p>Support - I understand some other residents of Marston Street are not happy with this proposal, but I want to let you know why I support the plan.</p>

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	<ol style="list-style-type: none"> 1. For green reasons, health reasons, economic reasons or whatever, any improvement in bicycle facilities is to be welcomed. 2. At our house, my family used to chain up our bikes at the front of our property, and had a bike stand installed for that purpose, but the arrival of wheelie bins has now made that impossible as they have to be parked there instead and they take up all the space. Bicycles absolutely have to be chained onto something fixed, and not left on the pavement leaning against the front wall. 3. I do not have a bicycle at present, but have been using Mobikes, which unfortunately has closed down. If I felt ready to buy a bicycle, it would be difficult, because I would not want to lug it through from the garden – round the corner, up the stairs, along the hall, down the steps – every time I wanted to use it. 4. I would not feel at all unsafe walking a few houses down Marston Street at night to reach my bicycle: it's a very safe street. 5. As to the location, near the Iffley Road end, I think that means that the bike stands would be used for the benefit of residents and their visitors (and that is also for the benefit of residents), as it is too far from the Cowley Road for shoppers to choose to park there. It is important that our visitors should be able to come by bicycle and should be able to lock up their bikes safely while here, and this is a practice we should encourage, instead of our visitors coming in cars. (Some day, we will be allowed to have visitors again!) I accept that customers of the Oxford Blue would use the stands too, if they were free at night and not already occupied by residents' bicycles, and of course there are people who find the pub a nuisance anyway, but I think it is a good thing that people should develop the practice of biking to pubs. You can actually be breathalysed for cycling when under the influence of drink, but at least you can walk your bike home but you cannot walk your car home. 6. However I have no objection to having the location changed as some other residents would prefer, eg to somewhere close to the commercial units, but that would take them closer to the Cowley Road end and it would imply an increased use by shoppers rather than for the benefit of residents. However, if faced with the choice of looking out of my front window at someone else's parked car or at other people's parked bicycles, I have no doubt at all that I would rather look at bicycles! So I do not think that this is something that will be to the disadvantage of the residents of 37 and 38, quite the contrary.
<p>(26) Local Group, (Oxford, Hunsdon Road)</p>	<p>Support - Many houses in East Oxford don't have cycle storage space. People would use their cycles more if they had somewhere secure to park their cycles. This in turn would reduce car use, traffic congestion, air pollution and carbon emissions. Greater cycle use would contribute to people's health. In conjunction with this measure, it is essential that there are segregated, continuous cycle routes in both directions on the Iffley and Cowley Roads, which deter cycle use at present. Cars should not be allowed to park on either side of these roads at any time of the day or night. Cycle riders are at huge risk when they have to overtake parked cars.</p>

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<p>(27) Local Resident, (Oxford, Maidcroft Road)</p>	<p>Support - I have plenty of reason to visit East Oxford, and it certainly needs more cycle parking.</p>
<p>(28) Local Resident, (Oxford, Henley Street)</p>	<p>Support - I support all efforts by the council to facilitate cycling. Bike storage is a particular problem for many of us - any steps to improve this are welcome.</p>
<p>(29) Local Resident, (Oxford, Monmouth Road)</p>	<p>Support - Until recently I lived in Randolph Street, close to several of these proposed bike parking areas. Many people in the area wheel their bikes in through their front doors as they otherwise have nowhere secure to store them. The pavements are often partially blocked by bikes secured to drainpipes and the outside of houses.</p> <p>Secure bike park parking on these roads would be good for both cyclists (who can keep their bikes safer) and pedestrians (who won't have to dodge so many bikes on pavements).</p> <p>Please make sure the cycle parking provided is usable by cargo bikes and tandems, and ideally extend this scheme to cover more roads, particularly those like Randolph Street where there are no front gardens in which bikes can be stored.</p>
<p>(30) Local Resident, (Oxford, Monmouth road)</p>	<p>Support - I used lived in Randolph Street, close to several of these proposed bike parking areas. Often people wheel their bikes in through their front doors as they otherwise have nowhere secure to store them. The pavements are often partially blocked by bikes secured to drainpipes and the outside of houses.</p> <p>Secure bike park parking on these roads would be good for both cyclists (who can keep their bikes safer) and pedestrians (who won't have to dodge so many bikes on pavements).</p> <p>Please make sure the cycle parking provided is usable by cargo bikes (and adapted disability bikes) Please expand to other areas. Why is car parking enabled on the road and bike parking not anywhere (especially problematic due to the lack of frontage in this area)?</p>
<p>(31) Local Resident, (Oxford, Meadow Lane)</p>	<p>Support - I frequently visit shops on Cowley Road and friends who live on the streets between Cowley Road and Iffley Road. Provision of secure bike parking will make me much more likely to cycle (and therefore visit more often and spend more money in the shops!)</p>

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(32) Local Resident, (Oxford, Hurst Street)	Support - Cycle theft has been an endemic problem ever since we moved to Hurst st 22 years ago. We have had 2 bikes taken from the front garden in that time & our son had a further 2 bikes stolen from outside friend's houses while he was growing up. These thefts varied from highly professional to opportunistic. I support any scheme that supports cycle owners to protect their property better.
(33) Local Resident, (Oxford, Howard Street)	Support - These parking places will be really useful when visiting friends who live in the area. They should reduce the number of bicycles parked so as to obstruct the pavement.
(34) Local Resident, (Oxford, Divinity Road)	Support - cycling and promoting a modal shift from use of private cars will benefit those living in and using the streets included in this proposal, as well as the wider area.
(35) Local Resident, (Oxford, Hugh Allen Crescent)	Support - More cycle parking is needed throughout the city. Removal of car parking spaces is an additional benefit.
(36) Local Resident, (Oxford, Glanville Road)	Support - This area is woefully lacking in cycle parking in general, and secure cycle parking in particular, compared the large amount of road space given over to private motor vehicle parking. This is a welcome, if small, movement towards addressing that imbalance.
(37) Local Resident, (Oxford, Marlborough Close)	Support - Cycling has become increasingly popular in East Oxford, both before and during Covid and it is important to support this mode of active travel through more and better cycling infrastructure including bicycle parking.
(38) Local Resident, (Oxford, Aston Street)	Support - I see this as a key part of the plan to reduce through traffic in East Oxford residential streets, with the Low Traffic Neighbourhood proposals as the flagship. Reduce the traffic, make walking and cycling feel safer, and then help people on bikes to park safely, thereby reducing bicycle theft.

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<p>(39) Local Resident, (Oxford, Linton Road)</p>	<p>Support - I wish to support those who live in these areas and need secure cycle parking. As you say, cycle theft in Oxford is a real problem for cyclists, and they need support as car owners receive with on street parking.</p>
<p>(40) Local Resident, (Oxford, Charles Street)</p>	<p>Support - There is a shortage of secure cycle parking throughout Oxford.</p>
<p>(41) Local Resident, (Oxford, Iffley Road)</p>	<p>Support - Oxfordshire's assistance for cyclists is a disgrace. But these notional measures are better than nothing.</p>
<p>(42) Local Resident, (Oxford, Herschel Crescent)</p>	<p>Support - Cowley is big enough to be a self-sufficient town centre, making it more attractive and easier for people to travel into and not have to drive makes the city more liveable for all of us</p>
<p>(43) Local Resident, (Oxford, Magdalen Road)</p>	<p>Support - Lots more of this, please! Secure bike parking is an important factor in giving people the confidence to cycle. I've had a bike stolen in the area.</p> <p>Sacrificing some car parking spaces is a lovely bonus.</p>
<p>(44) Local Resident, (Oxford, Hurst Street)</p>	<p>Support - I'm owning a house on Hurst the street and when my friends are visiting me, they never find a secure place to lock their bike. I support the initiative.</p> <p>--Pods-- However, the pods considered are looking horrendous!! I understand that one wheel is not accessible which is a plus for opportunistic theft. However, what is the additional safety against a plyer or portable angle grinder? Please put standard Sheffield the achieve the same security, cheaper and more harmonious.</p> <p>--Hangars on street/pavement-- I would also be interested in having shared bike storage to rent from the council. Some call it a bike hangar: https://www.cyclehoop.com/product/shelters-canopies/bikehangar/ They are wide indeed for some street but not all street in east oxford. Cars actually park on the pavement, hangars can do the same. The opposite car park can be removed also.</p>

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	<p>-- Private bike hangars on street -- I would also consider buying one myself and park it on the street and sharing with neighbours. I would be paying a parking permit similar to what car owner pay.</p>
<p>(45) Local Resident, (Oxford, Oatlands Road)</p>	<p>Support - I strongly support the provision of better facilities for cyclists in Oxford. I do not believe that cyclists should have to move to The Netherlands to benefit from such infrastructure. OCC Cabinet Member for Highways Delivery & Operations Liam Walker has publicly supported that view, expressed using the crudest possible language. The County Council recently overruled the City Council on a proposal for additional bus gates in the city centre. I believe they will do the same for this scheme. It will be quietly dropped after a few local residents objected.</p>
<p>(46) Local Resident, (Oxford, Maidcroft Road)</p>	<p>Support - Although Oxford had more cycle parking than many cities, it also means that many choose cycling as their main mode of transportation. Particularly in East Oxford, the existing parking is often full, making it hard to securely park, and discouraging others from taking up cycling.</p>
<p>(47) Local Resident, (Oxford, St Mary's Road)</p>	<p>Support - More bike parking would help people cycle more and hopefully reduce bike theft</p>
<p>(48) Local Resident, (Oxford, Walton Well Road)</p>	<p>Support - I do most of my shopping in Cowley and visit friends across the area there has always been a severe shortage of cycling parking.</p>
<p>(49) Local Resident, (Oxford, Botley Road)</p>	<p>Support - Every little helps to help people switch to cycling as a means of transport.</p>
<p>(50) Local Resident, (Oxford, Ponds Lane)</p>	<p>Support - Often cycle to this area for work or shopping - it will be very helpful to have improved provision of cycle parking</p>
<p>(51) Local Resident, (Oxford, Mill Street)</p>	<p>Support - I am planning on moving to this area next year. At present I drive rather than cycle in Oxford due to a lack of safety on the roads for cyclist and rampant bicycle theft. Secure bicycle storage could potentially enable me to stop</p>

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	<p>driving, which I would view as a major benefit and free up road space.</p>
<p>(52) Local Resident, (Oxford, Stanley Road)</p>	<p>Support - We're desperately lacking in secure cycle parking in St Mary's. A lot of landlords such as my own do not provide adequate cycle storage, many of the houses don't really have space.</p> <p>6-10 people can benefit from cycle parking for every car parking space converted and we have a lot of people who do not drive here and the space wasted on cars parking unfairly disadvantages no drivers. This will help remedy it slightly.</p> <p>I would like to see a lot of secure lockable rental bike hangar spaces replace car parking spaces. I would like this to be extended</p>
<p>(53) Local Resident, (Oxford, Linkside Avenue)</p>	<p>Support - We need more cycle parking across East Oxford to encourage more cycling and to prevent cycle thefts, which have been a big issue in Oxford recently. Great stuff!</p>
<p>(54) Local Resident, (Oxford, Bullingdon Road)</p>	<p>Support - I support the proposals as currently there is no cycle parking provision on these streets. Many of the houses on these streets are HMOs and the landlords have not provided for any cycle parking for the tenants of these properties. Moreover, there have been high levels of cycle theft in the neighbourhood due to residents not having a safe place on which to lock their bike.</p> <p>The council should be supporting the provision of cycle parking given that it is a more sustainable travel option for residents compared to cars. I support the reallocation of road space away from car parking to bike parking.</p>
<p>(55) Local Resident, (Oxford, Bullingdon Road)</p>	<p>Support - I agree that we need to tackle bike theft which is a major problem in East Oxford</p> <ul style="list-style-type: none"> - I agree that we need to support the uptake of cycling to tackle air pollution and congestion. - Given the council subsidises motorists by making road space available for car parking at rates well below a market rate (£65/yr), I think it is equitable and fair that the council also make that space available for cyclists. In 2020 it is untenable that the council is subsidising pollution at the expense of sustainable travel.

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<p>(56) Local Resident, (Oxford, Temple Road)</p>	<p>Support - To support cycling by making it safer and more secure to own a bike</p>
<p>(57) Local Resident, (Oxford, Marston Street)</p>	<p>Support - am writing to support the proposal to install cycle parking in Marston Street (where I live), because I know there are some other residents who are writing in to oppose it, and I want you to know that not everyone agrees with them.</p>
<p>(58) Local Resident, (Oxford, Hurst Street)</p>	<p>Support - Bike parking has been an issue for a very long time and vast numbers of residents cycle. It addresses a clear need.</p>
<p>(59) Local Resident, (Oxford, Magdalen Road)</p>	<p>Support - As a young professional living in Oxford, I love that I do not have to have a car in order to have a high quality of life. Actions to increase biking utilization further my (and others) ability to use bikes, reduce motor vehicle traffic, and support local businesses.</p>
<p>(60) Local Resident, (Oxford, Denmark Street)</p>	<p>Support - we need to encourage people to use cycles and have somewhere safe to house them. At the moment I have to keep my bike in my sitting room. I have no front garden or side access.</p>
<p>(61) As a business, (Oxford, St Marys Road)</p>	<p>Support - the proposals because the scheme will help reduce bike theft, encourage cycling, better for the environment, reduce car traffic.</p>
<p>(62) Local Resident, (Oxford, St Mary's Road)</p>	<p>Support - Interest in furthering cycling infrastructure and reducing emissions for a cleaner environment for all. It was not immediately clear what the bicycle parking device was going to look like / or what material it was to be made of (concerns of whether it was an environmentally friendly material?) would be good if this was given in the document somewhere.</p>
<p>(63) Local Resident, (Oxford, St Mary's Road)</p>	<p>Support - Oxford needs more safe bike parking spots</p>

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<p>(64) Local Resident, (Oxford, Fairlie Road)</p>	<p>Support - Cycle parking in Oxford has been a longstanding issue, with bikes having to be secured to unsuitable structures and obstructing walking paths. The proposals are consistent with a drive towards encouraging people to cycle whenever possible and reduce road traffic and pollution.</p>
<p>(65) Local Resident, (Oxford, Crescent Road)</p>	<p>Support - We need to encourage people to switch to bikes from cars. Cycle parking will help cycling residents and encourage visitors / shoppers to Iffley Rd / Cowley Rd to cycle.</p> <p>As a cyclist, it is annoying to have nowhere to lock your bike to. Especially with the kids together it is often really difficult to find a place, whether in town or in East Oxford.</p> <p>For me this is an important part of the bigger plan, which includes LTNS and better cycle paths. A proper, segregated one on the Cowley Road is long overdue.</p>
<p>(66) Local Resident, (Oxford, Cornwallis Road)</p>	<p>Support - There is insufficient secure cycle parking throughout East Oxford. What there is is primarily on the main roads, but even that is woefully inadequate and almost always full. The cycle parking in this consultation will begin to correct things.</p> <p>It would also be helpful to provide significant cycle parking on Magdalen Road.</p>
<p>(67) Local Resident, (Oxford, Arnold Road)</p>	<p>Support - I am a keen cyclist in the area and would like more cycle parking available</p>
<p>(68) Local Resident, (Oxford, Meadow Lane)</p>	<p>Support - I support any action by the council which will help lower carbon emissions and improve air quality in our local area.</p>
<p>(69) Local Resident, (Oxford, The Oval)</p>	<p>Support - As a cyclist and a car owner, I fully support the transition towards more and safer cycling infrastructure.</p>

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<p>(70) Local Resident, (Oxford, Don Bosco Close)</p>	<p>Support - I have had my bike stolen recently and support measured to make bikes more secure especially the Oxford as a whole pushes towards more walking and cycling.</p>
<p>(71) Local Resident, (Oxford, Marston Street)</p>	<p>Support - As a resident of Marston St I currently have to chain my bike to the railings in front of the house. This narrows the pavement considerably for pedestrians.</p> <p>This is further narrowed on dustbin days when we put our wheelie bin in front of the parked bikes leaving very little room to pass. This is even more of a concern in the pandemic when keeping distance from someone else on the pavement coming in the opposite direction trying to pass wheelie bin and bike is nigh on impossible.</p>
<p>(72) Local Resident, (Oxford, Cowley Road)</p>	<p>Support - Not enough cycle parking spaces across Oxford.</p> <p>I am concerned about safety of cycles left there - there should be CCTV there. Scheme should be extended to other locations too.</p>
<p>(73) Local Resident, (Oxford, St Marys Road)</p>	<p>Support - I need secure parking for all my Cowley commercial and social activities. I do not drive a car.</p>
<p>(74) Local Resident, (Oxford, James Street)</p>	<p>Support - I very much support installing secure bicycle parking and am happy for car parking spaces to be "sacrificed" for it.</p> <p>I do wonder though whether it is possible to change some of the 2-hour parking spots into permits only. Specifically I am thinking about the new 2-hour parking space planned for the west end of James street, and the stretch of current parking it will be added to. I know that permit holders can use these spaces too, but since two permit-only spaces are taken from the street (alongside a few other on neighbouring streets), I think it would be fair to my car-owning neighbours if the competition over car parking spaces is mitigated a little bit in this way.</p> <p>Though this is not being asked at the moment, I would like to stress how important it is for these bike parking racks to indeed be very secure and - if at all possible - also with a little protection from the weather. That's the only way that these facilities will be regularly used by residents and visitors alike and prevent it from quickly deteriorating due to dis-use, which will make them even less appealing, and start a whole negative feedback loop.</p>

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(75) Local Resident, (Oxford, James Street)	<p>Support - I support this proposal as I believe that there should be more alternative uses for the public realm in east Oxford streets other than as a thoroughfare and a location for car parking. If car parking is to continue to be allowed on every street, then there should be proper cycle parking as well; and if cycling is to be further encouraged, then bicycle facilities need to be improved. As a regular cyclist, and as a driver who chooses not to own a vehicle, I object to so much of the public realm being given over purely for the parking of personal cars.</p> <p>I would add that there should also be public consultation on the design and appearance of the cycle racks. Good design can make a big difference when it comes to public acceptability. Furthermore, the Low Traffic Neighbourhood plans for the street should be taken into account when finalising the design to ensure the two projects fit together well, and to see if there are any additional benefits that can be worked in.</p>
(76) Resident, (Radley)	<p>Support - When I lived in the city the reason I kept my car as long as I did was because I used it to store my bike in. My house mate objected to me storing it in the house and my previous bikes got stolen when parked outside.</p> <p>I think lockable bike hangers should be offered to residents. When parking permits are offered, residents should be given the option to request secure cycle storage. Offering on street parking exclusively to cars only helps to entrench car dependency.</p>
(77) Resident, (Wheatley)	<p>Support - More cycle parking will encourage cyclists to use this form of transport to the areas concerned. It will also support a culture which changes Oxford to a truly cycle friendly city</p>
(78) Local Resident, (Oxford, James Street)	<p>No opinion - We need secure bicycle parking. We are a house of 5 students, including 3 key workers, and have no covered secure bicycle parking available. We are as important as other people.</p>



Cycle parking in East Oxford: consultation response from CycloX

<https://consultations.oxfordshire.gov.uk/consult/ti/EastOxfordCycleParking/consultationHome>

East Oxford Cycle Parking Consultation: Response by CycloX, the cycle campaign for Oxford

Headline points

- The new 104 cycle parking spaces are welcomed, we support this.
- 104 spaces over 8 street works out at 13 spaces per street – rather insignificant when compared to the number of car parking spaces currently provided on the streets.
- Cycle parking is a much more efficient use of road space, typically 8 cycles in 1 car space (6 cycles if using a cycle hanger).
- Cycle parking spaces need good protection against vehicles – kerbs plus bollards tall enough to be seen from a vehicle with a high window line (esp rear window if reversing to park).
- Parking stands need to be secure (stainless steel ones in the centre are not).
- Cycle hangars need serious consideration – they are smaller than most cars parked in these streets.
- Most cycles being parked here will be utility cycles, so likely to have baskets and/or panniers, so the recommended rack spacing of 1.2m should be used, not the minimum 1.0m spacing.
- The funding of this through the Home Office Safer Streets Fund is welcome, though much more of this type of cycle parking should be funded by the County Council.

More specific points

Secure on street cycle parking is particularly important as there are (probably) quite a few HMO properties in this area, most properties in the area have limited or no rear access with very small front garden. All have width restricted indoor access to the rear.

Parking orientation.

It has been stated that the cycle parking will be parallel to the road (e mail from Craig Rossington).

This is a good decision for 2 reasons:

Cycles will not be liable to roll on the road camber while trying to be secured/locked.

A cycle that is parked a bit towards one end of the Sheffield hoop will not be at risk of sticking out into the roadway.

The number of parking places being provided.

The "Statement of reasons" says 104 cycle parking spaces. This works out at 13 per street which is significantly less than the on-street car parking provision. Comparing the modal share of cycling vs private driving in the city center, this is a pretty poor provision for cycle parking.

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We look forward to this being corrected using County Council funds from the highways budget.

Protection from motor vehicles. On street cycle parking in the city centre often has cycles damaged by manoeuvring (parking) motor vehicles. The proposed cycle parking must have tall bollards (tall enough to be seen from high window line vehicles), and a kerb surround to prevent vehicles coming too close (need to allow for front/rear end vehicle overhang).

Trees or planters would provide protection from manoeuvring vehicles while adding to the streetscape.

Non-standard bike parking. This needs to be provided, for tandems/cargo bikes – an increasing number of which are being used by households in the city.

- **Regent St** (drawing 0034/A3/00606) – this has a very long run of cycle racks, would it be better to have the same number but spread in smaller clusters, so more convenient for residents?
- **St Mary's Rd** near the James St junction (drawing 0034/A3/00605). The racks outside James St Church are handy for the Church – question, as they are close to the junction, are they at risk from wide turning vehicles from St James St? Vehicle protection here should be more obvious/robust(?)
- **Stockmore St** (drawing 0034/A3/00602). The cycle parking would be better protected from vehicles if moved from outside no 46 to be abutted to the kerb build out adjacent to 77 Iffley Rd, and "down stream" of the car parking spaces.
- **Marston St** (drawing 0034/A3/00603) Ditto for cycle parking in Marston St adjacent to 101 Iffley Rd, move the cycle parking so "down stream" of the car parking spaces.
- Parking outside no's 32 – 38. To even out cycle parking distribution suggest leave outside no 38 as car parking, and move proposed cycle parking to outside no 46.
- **Circus St** (drawing 0034/A3/00601) adjacent to the pub. There is a short length of car parking with a short stretch of cycle parking at each end. To minimise motor vehicle/parked cycle clashes, we would suggest to combine all the cycle parking at 1 end of the cycle parking.

The details of the parking provision.

Not directly part of the consultation, but important none the less for when the details are being decided.

Rack spacing – use recommended spacing (1.2m between racks) to allow for baskets/panniers:

LTN 1-20:

11.4.6 Cycle stands require at least 0.6m clearance to walls, and a clear space of 1.0m in front to enable the bicycle to be wheeled into position. A distance of **at least** 1.0m between stands enables bicycles fitted with panniers or child seats to gain access. Other types of cycle are longer and wider and will require additional space (see Figure 11.3 and Table 11-2).

Table 11.2:

Spacing between stands 1.2m (recommended) 1.0m (minimum)

CMDE10



To be honest, 1m spacing is a bit of a fiddle with panniers/baskets, dropped handle bars vs flat handle bars etc., so go for the recommended 1.2m spacing.

TfL cycle parking guidance says the same.

Toast rack Sheffield stands.

These are usually a poor choice for 2 reasons,

The bars along the ground are invariable too far apart, so cycles end up with one wheel partially up on one of the bars, which results in the bike rolling back or forward (making it hard to locate the bike for secure locking) and/or the front wheel to flop round.

The bars along the ground trap litter and leaves.

Parking for non-standard cycles.

Some provision needs to be made for non-standard cycles (sole with trailer or tag along), tandem (quite a few used on the school run) and domestic cargo bikes.

Reference from LTN 1-20

11.3.2 As with car parking, a proportion of the cycle parking (typically 5%) should be provided for non-standard cycles to accommodate people with mobility impairments.

Some provision needs to be made for non-standard cycles (sole with trailer or tag along), tandem (quite a few used on the school run) and domestic cargo bikes.

How secure will the parking racks be?

Galvanized steel racks tend to be thicker/more robust.

The stainless steel racks used in the city centre are not that robust (having seen someone cutting one through by hand with a small hack saw to "liberate" an abandoned bike frame).

Cycle Hangars

[Cycle Hangars - www.cyclehoop.com/product/shelters-canopies/bikehangar/](http://www.cyclehoop.com/product/shelters-canopies/bikehangar/)

Cycle hangars are an excellent way to provide genuinely secure on-street cycle parking. Two considerations:

Will they fit?

Will they be intrusive?



	Width (mirrors folded/not folded)	Length	Height
Cycle hangar	2030mm	2500mm (door side)	1365mm
Mini Clubman	1800mm/1966mm	4253mm	1441mm
VW Golf	1789mm/2073mm	4284mm	1456mm
Fiat 500 (2021)	1683mm/1900mm	3632mm	1527mm
BMW X7 (2019)	2000mm/2218mm	5151mm	1805mm

Car measurements www.automobiledimension.com/car-comparison.php

Hanger measurements <https://www.cyclehoop.com/product/shelters-canopies/bikehangar/>

The cycle hangers are a bit wider than most cars, but the length and height of the cycle hanger is less than most cars, and has a rounded shape rather than a box shape. Thus visually a cycle hanger would be far less intrusive than a parked car.

A cycle hanger also has the option of having street art on it.

They also offer a rental system

<https://www.cyclehoop.rentals/how-it-works/bikehangars-and-bikelockers>

Cost £72/yr per space

Alternative provision needed for non-standard cycles however, their website says "Not recommended for cargo bikes and child seats".

We would like to see the County Council adopt a means of supporting and enabling communities wanting to put up cycle hangars through their legislative and planning processes. There is an aspect of planning permission needed and it helps if bike hangars can be declared 'permitted development'.

CycloX.

December 2020