

Summary of consultation responses and officer comments

Response Ref.	Feedback	Comment (summarised in some cases)
MCL	Object	I've just read through the 'Changes to Parking Controls on Iffley Road' and am absolutely astounded by the cheek of you County Council people especially this line from the document - 'it is expected that Iffley Road residents who need to park during the day would be able to find parking spaces in the side streets'; This is a complete joke. I live in Temple Street and we - the residents, are already struggling to find parking spaces during the day.
James Street (1)	Object	I oppose the changes to parking controls on Iffley Road. The loss of over 60 parking spaces on Iffley Road would be catastrophic for residents of the streets in the area. We already suffer from congestion and illegal parking, as well as a huge oversubscription in CPZ numbers. Reducing the number of East Oxford zone spaces without any intention to provide an alternative will make it worse than it already is. While the plans for Iffley Road are intended to make it safer for cyclists, the extra congestion and parking problems on every side street would make them lethal for cyclists, pedestrians and motorists. There are several primary schools whose children walk these routes every day. Causing mayhem with parking will endanger them too. In addition, there will be extra stress caused by the plans to reduce parking in the St Clement's Car Park by one third. The overspill from this will be guaranteed to cause havoc not just with illegal parking in the EO CPZ, but also in the roads further along that do not have a CPZ.
James Street (2)	Object	While as a cyclist I appreciate the difficulties of cycling in the Iffley and Cowley Roads, I am concerned about the proposals to remove parking spaces from Iffley Road and ask people to park in the side streets. As a resident of James Street, I often have to park a long way away from my house already. Now that we have to pay for parking, I think the council should make every effort to ensure that residents can park easily, and I believe this proposal will make it even more difficult. If we also consider that the St Clements car park is going to be redesigned this year and will lose a third of its capacity when it reopens, that's a lot of parking in the area that's going to be lost, meaning more illegal parking and congestion in James Street (as well as all other others in the area).

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Oxfordshire Association of British Drivers	Object	I am seriously concerned by the double whammy effect, that the closure of St Clements off street car park, and the removal of on street parking bay capacity in Iffley Road is going to cause. It is going to cause undue pressure on Cowley Road on street parking that Cowley Road cannot cope with. On-street parking bays in the Iffley Road must as a priority be left where they are, and the 700 metre cycle lane on Iffley Road must be abandoned and thrown out.
Iffley Road (2)	Object	This will only exacerbate the EO residents parking problems especially on Saturdays and if the proposal proceeds I think the no waiting restriction should be Monday to Friday.
Business - Iffley Road (3)	Object	I strongly object to these changes and feel very let down by these proposals. We do not object to the principle of a cycle lane but to the removal of existing parking spaces and the introduction of a loading ban as a result. The existing parking spaces are very important as it is essential that customers can park close by. As for the proposed loading ban, it is fundamental that our suppliers have loading space. Your proposal takes away the flexibility for our current loading arrangements.
Business - Iffley Road (4)	Object	I object to the proposal number 3 to make the parking bays no waiting from 8am - 6.30pm. They should be unrestricted. I need parking for hotel guests.
Hinksey Hill	Object	As a long term user of this veterinary practice, which has a very small car park at the rear, I (and many others) feel it would be a retrograde step not to leave the 'Short Term Waiting Area' for a few vehicles at this location.
Marston Street (1)	Object	I object to the proposed changes to parking restrictions on Iffley Road. We are primarily concerned about 2 issues: cycle safety and sufficient parking for residents and visitors. As a resident, I am concerned about increased parking being forced onto already crowded side roads. Our streets are often fully occupied by parked cars, especially at night, and if there is to be unrestricted night-time parking on Iffley Road at night, residents of Iffley Road will be forced, by visitors to the City centre, to park on the side roads using their residents' permits. I think that, especially going out of the City, speed is the main issue. My main objection is that the proposal would speed traffic and not be safer for cyclists.

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Hurst Street	Object	I object to any changes to the present road usage which would push more cars into the side roads of East Oxford. As we lost the residents parking zone which we were consulted over for years, there is already huge pressure on the side roads from students and commuters. There are already outbreaks of road rage and long term residents have to park in other roads from where we live. Also I use the vet near the Plain and the few parking spaces on the road are invaluable. Drivers are very careful with cyclists already - we are well trained to follow them rather than overtake dangerously. I gather that cycle lanes are not very popular with cyclists and they often prefer the open road or pavement as safer than cycle lanes.
Iffley Road (5)	Object	I object most strongly to the proposed changes to the parking on Iffley Road. At present there is barely enough space for residents and their visitors. Iffley Road has plenty of family homes as well as some student accommodation. Also retail shops that would be badly affected in an already difficult economic time. There is no need for a cycle lane and not having cars parked will only increase the speed of traffic and therefore be more dangerous for the cyclists.
Iffley Road (6)	Object	I am writing to express my strong opposition to the proposed suspension of parking along the Iffley Road, from the Plain to Bullingdon Road. These proposals will cause huge imposition and inconvenience for local residents and businesses alike. Loading-Very few properties have rear access, and this will cause huge inconvenience and distress to local residents. Pressure on parking-It will become very difficult to find space to park for local residents. Overnight parking-Penalises those of us who live and work here and use the car on occasion. Local Businesses-Removal of 2 hour parking spaces will have a heavily detrimental impact on local businesses who are already under pressure to accommodate their customers and penalises the elderly, disabled and those with small children. Speeding-Cyclists will be passed by speeding cars at 40mph+, who are dodging buses coming the other way.

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Iffley Turn	Object	<p>I am a cyclist and I object. I do not think that removing parking helps cycling. I think the real change will be that motorists will go faster - that's what wide, smooth roads encourage; drivers will be more aggressive making it a worse cycling and walking environment. The worst bits of the Iffley Road (where I feel greatest danger) are where drivers go fast, not where it is narrowed due to parked cars. Removing the parking on the downward hill just before that constriction will mean the motorists will approach it faster; and more dangerously. I think withdrawing daytime waiting from outside Relate, the Vet (next door) and the shops further down the road will be really bad for their businesses.</p>
Temple Street	Object	<p>Object to the loss of resident permit holder spaces on Iffley Road as this will increase pressure for spaces in surrounding streets. In addition, the creation of an effectively wider carriageway will increase speeds and create a much more hostile environment for residents and pedestrians - if traffic is supposed to be doing a maximum of 20mph there is no reason why cyclists should not join the flow of traffic without the need for a space-hungry cycle-lane. This is sure to cause problems for businesses such as the veterinary surgery on the Iffley Road if customers cannot even pull over to drop off sick animals. On parking, lack of enforcement, particularly in the early evening, is a problem, leading to illegal parking and residents being unable to find spaces (Temple Street for example). A reduction in resident permit holder spaces will only exacerbate the problem.</p>
Iffley Road (7)	Object	<p>I would like to express my opposition to the proposed changes in parking controls on the basis that the parking ban is not enforceable between Bullingdon Road and James Street. If the parking ban was enforceable it would be extremely disadvantageous to these local businesses and to us. If not enforceable as has been shown then it is much more dangerous for cyclists to weave in and out of a cycle lane and some parked cars than to stay in a straight line. Reducing to a straight wide road would almost certainly invite reckless driving.</p>

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Marston Street (2)	Object	I am writing to protest in the strongest terms, at OCC's proposal to remove all parking spaces from Iffley Road, between the Plain and Bullingdon Road. The displacement of a few dozen cars from Iffley Road, into neighbouring streets which are already saturated, will clearly cause great harm, as well as victimising the residents of Iffley Road itself. This fragility is caused in large part by the complete non-enforcement of the existing parking regulations, in this street at least. Iffley Road from the Plain to Bullingdon Road, in its new state, will be a race track but unlike Silverstone, it will have a nice little zebra crossing in the middle of it (which is in any case dangerously close to the entrance to Stockmore Street - I thought that was illegal).
Circus Street	Object	I would like to register my opposition to the proposed 'cycle lane' on Iffley Road. I do not believe it will in any way benefit cyclists.
EdsETV	Object	Strongly against. Removes ability of residents and businesses to utilise the highway. Will push parking into other streets and deliveries will end up being out of core working hours creating greater costs and lowering business efficiency. Volume of cyclists is low and not a good use of space. Cost of changes are unnecessary waste of public funds.
Iffley Road (8)	Object	I am writing to object to the proposed changes to parking controls in the Iffley Road, specifically the removal of parking bays between the Plain and Bullingdon Road to make way for a cycle lane. This will be damaging to the local area in the following ways. Severe reduction of parking for local residents. Severe reduction of parking for customers of businesses in the area. The dramatic increase in road noise and vibration caused by large vehicles passing much closer to the houses in the Iffley Road once the parking bays have been removed. The inevitable increase in speeding vehicles in the Iffley Road due to the removal of parking bays making cycling more dangerous.
Oxfordshire Unlimited	Not Clear	We are concerned at the potential loss of disabled spaces along this route. We have concerns that due to the removal of a number of car park spaces in St Clements car park for student accommodation, this proposed project will decrease even more the available parking spaces in the area. This proposed project has the potential to affect the independence and safety of people living in this area.

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Spruce Gardens	Not Clear	The locations of the bus stops at the Plain end of Iffley Road should be offset on either side of the road so that with buses stopped on the east and west side there is still room to pass. Also the width of the proposed cycle lanes and the type of cycle facility is not made clear. The width of the existing cycle lane on the west side of the road is currently too narrow and it appears no thought has gone into whether sections are mandatory or advisory (if you don't know the difference then you shouldn't be designing cycle facilities). The cycle lanes should either be made mandatory or widened (and made advisory) to such an extent that cars can't overtake a cyclist.
Southfield Rd	Not Clear	This corridor has long been dangerous and difficult for cyclists, so the proposals are to be welcomed from this point of view. However, provision must be made for permanent residents to ensure that no one's current ability to park reasonably close to their home is too seriously affected. Some extra side street parking provision will be required, combined with more zealous enforcement from wardens. The end result will improve the route for thousands of cyclists every week.
Warwick Street (1)	Support	I support the proposal to ban parking between Circus Street and The Plain, although the primary reason is to allow the free progress of traffic and to protect cyclists using the citybound lane. Specifically regarding the parking changes, I think that the total removal of residents parking is a bit harsh. There is an argument that removing parking altogether before Bullingdon Road will allow traffic to speed up excessively - there must be data on traffic speeds from the speed warning alert on Iffley Road. I think the assumption that residents will find spaces in surrounding streets is optimistic. In addition, the veterinary surgery on Iffley Road needs a parking place outside it.
Cllr John Tanner	Support	I support the new pedestrian crossing on Iffley Road at Percy Street but very much regret that this is not being installed until the summer of 2012. I strongly support the introduction of a southbound advisory cycle lane and the removal of parking spaces.
Iffley Road (9)	Support	I strongly support these proposals for reasons of road safety (which, in my view, trump the convenience of parking). The Iffley Road is too narrow for two car lanes and one bike lane (it is a pity that the current roadworks did not narrow the southern pavement by a foot or so).

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Henley Street (1)	Support	This would be a significant improvement for cyclists using Iffley Road. It would also make commuting by bike more attractive, as cyclists currently cannot get past the traffic jam that usually forms after 5pm. If they could, more drivers might see the benefits of cycling and choose bikes in future. The important thing would be to ensure cycle lanes are unobstructed. I hope the project goes ahead.
Warwick Street (2)	Support	No objections - just what is needed. I cycle along this stretch of road several times a day and the extra cycle lane would be most welcome. I have called the police several times about dangerously parked lorries delivering to the pub on the Plain and I think that loading should only be allowed from higher up Iffley Road AT ALL TIMES. The other hazard that occurs at this end of Iffley Road is vehicles carelessly swinging into the cycle lane when buses and other wide vehicles are coming from the other direction.
Iffley Road (10)	Support	This is a fantastic proposal that I wholeheartedly support as a cyclist and driver. It will improve safety for cyclists substantially as well as improving road conditions in the affected areas for drivers by reducing the need for drivers to slow down due to sharing lanes with cyclists.
Henley Street (2)	Support	I support the proposals. I live on Henley Street and cycle along the Iffley Road to the Plain most days. The changes would give a much needed southbound cycle route out from the city along the Iffley Road. I think the compromise on parking, included in the changes, is the right one. Evening parking is the most important and the most difficult in East Oxford and this will be allowed between Circus St and Jackdaw Lane. For shops there will still be the car parks on Union Street and St Clements. Some thought does need to be given to keeping traffic speeds down. I support the proposals and hope they are implemented.
Bannister Close	Support	I support the proposals described in your letter of 30 June 2011. However, I wish to register a strong view that these proposals are in direct contradiction to the arguments put by Oxford City Council in support of their proposals to build on Saint Clements car park.
Resident	Support	This is an excellent plan. I refuse to cycle because it is terrifying (as a bus passenger) to watch cyclists being squeezed between the buses and the parked cars.
Apsley Road	Support	I strongly approve of the proposals which will offer cyclists a more joined up route to get out to the SE.

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Bagley Wood Road	Support	I would welcome the proposed changes to Iffley Road parking, and find the present situation really daunting. The cyclist heading out of Oxford is extremely vulnerable on the stretch in question, particularly in heavy traffic. The presence of parked cars prevents me from using this route out of town during peak times.
Sandfield Road	Support	No objection-An excellent idea
Old Road	Support	This looks to be an entirely sensible change and will encourage cycling in the area - so long as the parking bays do not get abused during the periods when they should be out of use.
Cumnor Hill	Support	I support the proposals to improve cycling facilities along Iffley Road
Queens Close	Support	I would be very supportive of improved cycle access on this road.
Lonsdale Road	Support	The proposals are strongly supported. Currently, all possible cycle routes out of the city centre to the east are unattractive and dangerous and severe congestion occurs at times which, combined with the intermittent on-street parking, makes cycling in rush hours (ie commuting) nightmarish; this is completely counter to the objective of reducing private car use and encouraging cycling. None of the other radial main routes into and out of the city has on-street parking allowed, and they all have either cycle lanes or bus lanes, or both. It is irrational that Iffley Road and Cowley Road should be any different - Iffley Road should not be.
Maidcroft Road	Support	I am strongly in favour of the proposed parking controls as the current northbound cycle lane is dangerous while there is parking on the east side of Iffley Road. Southbound motor-vehicles wishing to pass the parked cars cross the centreline, which in turn causes northbound motor-vehicles to enter the northbound cyclelane. While this usually happens without incident, it is a very busy section of road, both for cyclists and motor-traffic and it only takes a tiny proportion of drivers to move to the left without checking correctly for there to be conflicts with cyclists in the lane. I have witnessed time and time again near misses, with serious accidents only avoided by the cyclist breaking or audibly alerting the driver to their presence.
Walton Crescent	Support	I have NO objection, and I welcome these changes as Iffley Road is a vital cycle route into the centre of the city, especially as Cowley Road is pretty irregular and traffic-filled.

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Swinburne Road	Support	I support these proposals. I frequently cycle along Iffley Road for work and leisure, turning along either Bullingdon Road or Jackdaw Lane, and this would improve my journey.
Cllr Susanna Pressel	Support	I think it'd be excellent to create another cycle lane in Iffley Rd. I'm writing on behalf of the 20,000 people in my division.
Duke Street	Support	I love the proposal to increase room for cycling on the Iffley Rd. PLEASE go ahead and make it usable for cycling.
Westbury Crescent	Support	I am a regular cycle commuter along Iffley road and I thoroughly approve of the plan to make a continuous cycle path as proposed. I support the Cyclox committee in their decision to support this on behalf of cyclists in Oxford. I have found it extremely treacherous trying to pass parked cars in the bays in the evening heading out of town, particularly in the dark. This should make a big difference not only to very experienced cyclists like myself but also to less confident cyclists. It is extremely important that all cyclists have a choice to take quieter routes or main road routes but in this instance there is no good alternative to the main road so it is important to make it safe for all.
Cyclox	Support	This response is from Cyclox. Cyclox has no objections to this consultation. Cyclox promotes cycling in and around Oxford. Cyclox wants to see a dual cycle network within, and out to the boundaries of, Oxford. Cyclox greatly welcomes the proposed changes to the parking controls in Iffley Road as this will be a further contribution to our ambition of seeing a comprehensive cycle network within the city. It will ensure there is a continuous cycle route for cyclists travelling from the High Street to Iffley and Temple Cowley, which utilises quiet back streets after Bullingdon Road. Cyclists can be intimidated when pulling out to pass a parked car and cycle too close to parked cars (risking therefore a car door opening). The northbound cycle lane is the quietest route into the city from east Oxford, without a long diversion and it is important that it can be used with minimal intrusion by cars. Creating a cycle lane both ways will allow some people to choose cycling, with congestion, pollution and health benefits. The removal of parked cars and restrictions on loading will therefore improve the experience for cyclists.

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Winchester Road	Support	I would like to voice strong support for the proposals. Iffley Road is an important link for many people in Oxford. As well as those living further off Iffley Road, regular users of the university sport centre and riverside paths around Iffley often use this road. The current presence of parked cars means bikes and motor vehicles both have to weave in and out, making collisions more risky and the environment for novice cyclists daunting.
Meadow Lane	Support	This is a good idea. I often feel anxious going out round parked cars just after leaving the Plain. It also feels a bit dangerous higher up Iffley Road where evening traffic is often stationary but I almost always drop down on to Meadow Lane (where I live).
Low Carbon West Oxford	Support	I do not object. I strongly support this proposal. Overtaking parked cars is intimidating for not-entirely confident cyclists, and this would make cycling on Iffley Road much less stressful. The lack of space outbound also results in regular intrusions into the inbound cycle lane, which is equally disconcerting, especially for parents accompanying children. I think the proposals are a reasonable compromise, given the crowded parking conditions on the side streets. With rear access to the properties north of Circus Street, stopping generally permitted, and evening/Sunday parking, the proposals are reasonable. Cyclists will generally have a facility available when traffic is heavy, which would be a major step forward. I do have a concern that traffic will speed up and that the relatively open section from Marston St, followed by the slight downhill beyond James St, may lead to excessive speed approaching the refuges either side of Bullingdon Road. The gap between the refuge to the south of Bullingdon Road and the parking is rather short.
JK	Support	I think this is a great idea. The Plain is currently very hazardous for cyclists, especially since the new Sainsbury's opened, and cars now use the parking bay for short stops and loading. I also very much welcome a continuous cycle lane down Iffley Road. As someone who cycles up and down this road at least once a day, could I add that violations of parking rules are also very hazardous - for cyclists as well as drivers. On Aston Street, cars are often parked on the double yellow lines at the junction with Iffley road - on Aston Street and on Iffley road itself. This blocks my view onto Iffley road when turning out and causes me to swerve turning in. I've never seen any parking attendants in the area, however.

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KDG	Support	As a cyclist who uses Iffley Road every day, I think this is an excellent idea. Iffley Road is a hazardous and congested route for cyclists and we have to move in and out past parked cars on this narrow stretch of road while being overtaken by cars.
HF	Support	This will be very beneficial to cyclists. Perhaps, more 'Residents Only' parking will now be needed in streets from Henley Street outwards?
NM	Support	Strongly in favour.

Officer responses to objections

Reduction in residents' parking spaces

The proposals would allow residents to park on Iffley Road between 6.30 pm and 8 am Monday to Saturday and all day on Sunday, except between The Plain and Circus Street where parking would not be permitted at any time. The proposal is designed to strike a balance between residents' and cyclists' needs.

It is very difficult to say with certainty whether it will be possible for the parking displaced from Iffley Road to be accommodated in the immediately adjacent streets at all times. Any survey would inevitably be a snapshot of a very fluid situation so would be of no real value in assessing the likely impacts. It is therefore better to take the cautious approach and assume that there will be times when residents are inconvenienced by the proposed changes, particularly immediately after implementation before people have adjusted to the changes.

It is considered that free parking on the proposed single yellow line restrictions in Iffley Road overnight and on Sundays provides a degree of mitigation for the loss in bay parking. In addition, south of the proposal area there is a section of double-yellow lines, which the council has already agreed to convert to a single-yellow line to provide some additional parking 6.30 pm to 8 am Monday to Saturday and all day on Sunday. Approximately 74% of cycle flows are between 8 am and 6.30 pm, so it is considered appropriate to reduce the potential for obstruction of the proposed cycle lane during these hours.

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Reduction in loading options and customer parking for businesses

The proposals would allow customers to park on Iffley Road between 6.30 pm and 8 am Monday to Saturday and all day on Sunday, except between The Plain and Circus Street where parking would not be permitted at any time. Customers may also be able to find parking in shared use bays in the side streets. Many businesses on other main roads in the city do not have parking immediately outside their premises 24 hours a day, so this situation would not be unusual.

Loading would still be permitted on all but the 65 metres of road closest to The Plain, when loading will be banned during the times of day when the road is busiest with pedestrians, cyclists and other traffic.

Customers wishing to collect goods for which they have paid would therefore be able to load and unload anywhere at any time, other than in the 65 metre section closest to The Plain.

Loss of parking for blue badge holders

Blue badge holders are permitted to park on single and double yellow line restrictions for up to 3 hours. It is only the proposed section of loading ban on Iffley Road during restricted hours where blue badge holders would be unable to park as a result of the proposals.

Safety problems caused by displaced parking

Officers do not believe displaced parking will negatively affect safety or amenity for cyclists in the streets off Iffley Road.

Increased traffic speeds and reduced safety on Iffley Road

Cycle lanes make drivers more aware of cyclists, make cyclists feel more comfortable and allow cyclists to pass queuing traffic without using the footway or opposite carriageway. There is no evidence to suggest cycle lanes at this location would increase traffic speeds or endanger cyclists, particularly as speed-reducing features (removal of centre line, side road entry treatments and a new zebra crossing) will be implemented at the same time. Indeed, the safety risk of parked vehicles blocking visibility of people crossing the road from oncoming vehicles and car doors from parked vehicles opening into the path of cyclists will be reduced with the proposed removal of the parking bays.

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Lack of enforcement

This area is regularly patrolled by the county council's civil enforcement officers. All markings will be enforceable and will be enforced.

Additional traffic noise and vibration for premises on Iffley Road

The changes to Iffley Road include a reconstructed road surface, which will reduce traffic noise and vibration. It is anticipated that traffic would be unlikely to come any more than a metre closer to the building lines on Iffley Road. Given the improved surface, this is unlikely to have a significant impact in terms of noise and vibration affecting people and property on the Iffley Road.

Waste of money/no benefit to cyclists

Cycle lanes perform several important functions. They make drivers more aware of cyclists, they make cyclists feel more comfortable and they allow cyclists to pass queuing traffic without using the footway or opposite carriageway. Iffley Road is an important arterial route, with higher cycle flows than Botley or Abingdon Road. An estimated 3900 cyclists use the part of Iffley Road between The Plain and Bullingdon Road in a 24 hour period on a weekday, which demonstrates a significant demand for cycling facilities.

Consultation has shown overall support for the scheme.