

Divisions affected: *Iffley Fields & St Mary's, University Parks*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**10 OCTOBER 2024**

### **OXFORD – CITY CYCLE PARKING IMPROVEMENTS**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

Approve as advertised, the amendment of existing & introduction of new 'on-carriageway' cycle parking places within Oxford, as follows:

- a) **Brasenose Lane – extend existing & introduce new provision on the north side,**
- b) **Broad Street – introduce new provision in the central area,**
- c) **Ship Street – extend existing provision on the south side,**
- d) **Queens Lane - extend existing provision on the west side,**
- e) **Leopold Street – introduce new provision on the north & south sides, replacing parts of existing car parking bays,**
- f) **Observatory Street – introduce new provision on the north side,**
- g) **South Parade – introduce new provision on the south side, replacing parts of existing car parking bays.**

#### **Executive Summary**

2. This report presents responses to the statutory consultation on the proposals to provide suitable & secure parking for pedal cycles by amending existing & introducing new 'on-carriageway' cycle parking places within Oxford, as shown in **Annexes 1 to 7**.
3. The cycle parking will be delivered through Oxford City Council's CIL funded 'City Cycling Infrastructure Fund' which has been designated for installing new cycle parking across Oxford. This is an ongoing project, and it is expected that

more proposals for further new cycle parking spaces will be brought forward separately in the future.

4. The proposals will provide an uplift in approximately 61 cycle racks, providing space for an additional 122 bicycles. The proposals on Queen’s Lane will also see 14 cycle racks (28 spaces) replaced with racks more appropriately spaced and positioned, in line with the latest design guidance. The exact layout and design of the cycle parking spaces in each case will be refined ahead of installation in response to comments received during the consultation.
5. The breakdown of cycle parking uplift in each location is shown below:

<b>Location</b>	<b>Additional cycle racks proposed (approx.)</b>	<b>Additional cycle parking spaces proposed (approx.)</b>
Brasenose Lane	16	32
Broad Street	5	10
Ship Street	6	12
Queens Lane	7	14
Leopold Street	10	20
Observatory Street	5	10
South Parade	12	24
<b>TOTAL</b>	<b>61</b>	<b>122</b>

## **Financial Implications**

6. Funding for the proposals (including consultation) has been provided by the Oxford City Council CIL ‘City Cycling Infrastructure Fund’, which will also fund the implementation if approved.

## **Legal Implications**

7. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

## **Equality and Inclusion Implications**

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

## Sustainability Implications

9. The proposals will help provide suitable and secure parking for existing pedal cycles, as well as providing additional cycle parking capacity for both residents and visitors. They will also provide new high-quality cycle parking furniture that adheres to the latest design standards. This is in line with the Local Transport and Connectivity plan which includes targets to:
- reduce 1 in 4 current car trips by 2030
  - deliver a net-zero transport network by 2040
  - and have zero, or as close as possible, road fatalities or life-changing injuries by 2050.
10. Any cycle parking installed with the 'City Cycling Infrastructure Fund' is required to have community benefit, and therefore needs to be publicly accessible. The city and county councils have worked collaboratively to identify suitable locations for the proposed publicly accessible parking racks, which have also included requests from residents, businesses and local Councillors.

## Formal Consultation

11. A formal consultation was carried out between 01 August and 30 August 2024. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local District Cllr's, and the local County Councillors representing the Iffley Fields & St Mary's, and University Parks divisions.
12. Letters were sent directly to approx. 310 properties in the immediate vicinity, and notices were also placed on site adjacent to the proposed crossing location.
13. 117 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Support	Partially support	Object	No objection	No opinion	Total
Brasenose Lane	87 (74%)	8 (7%)	3 (3%)	2 (2%)	17	117
Broad Street	92 (79%)	6 (5%)	2 (2%)	3 (3%)	14	117
Ship Street	89 (76%)	6 (5%)	2 (2%)	4 (3%)	16	117
Queens Lane	85 (73%)	7 (6%)	5 (4%)	4 (3%)	16	117
Leopold Street	83 (71%)	5 (4%)	2 (2%)	4 (3%)	23	117
Observatory Street	79 (68%)	12 (10%)	7 (6%)	3 (3%)	16	117

South Parade	87 (74%)	5 (4%)	10 (9%)	1 (1%)	14	117
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14. Additionally, seven emails were also received, comprising of two raising concerns (TVP & Cyclox), two local residents objecting, two local residents partially supporting, and one supporting.
15. The full responses are shown at **Annex 8**, and copies of the original submissions are available for inspection by County Councillors.

## **Officer Response to Objections/Concerns**

16. Thames Valley police submitted a concern that bringing more cycles into the city without adequate crime prevention would see an increase in bike crime and cause police further burden, adding that bays should be placed strategically under observation from CCTV cameras.
17. Cyclox submitted an objection to the spacing of racks, stating it should be 1.2m rather than 1m, and queried the calculation of spacing for the obliquely arranged stands proposed.

*Encouraging more cycles into the city will increase cycle theft and should be located under observation of CCTV cameras*

18. The proposed new cycle parking aims to alleviate pressure on the existing over-subscribed cycle parking across Oxford. Currently where there are not enough racks to meet demand, residents and visitors are parking more than two bicycles on each rack in a less secure way. A large number of bicycles are also being left locked to signposts or drainpipes, or not locked to anything, making cycle theft easier than if bikes were parked securely on cycle stands.

*Spacing between racks should be 1.2m and concerns about calculation of spacing between obliquely positioned stands*

19. A balance must be struck between providing sufficient space between racks for bicycles to be parked with ease whilst not encouraging more than two bicycles to be parked on each rack, potentially leading to overcrowding and untidy parking. All spacing and final detail of the cycle racks within the footprints assigned for each location are subject to change following the feedback received from this consultation and before installation works begin.

*There is no demand for cycle parking in proposed street (concerns raised in Queens Lane, Observatory Street, South Parade)*

20. The proposed locations have been brought forward based on requests by members of the public, councillors, university colleges, local businesses, and other stakeholders who wish to see more cycle parking. In addition to the growing number of formal requests, officers believe it is evident from the

crowded cycle parking that already exists, and the number of bicycles locked up to fences, lampposts and other fixed objects in the street, that there is demand for additional secure cycle parking around the city.

*Introducing more cycle parking will lead to more abandoned bicycles*

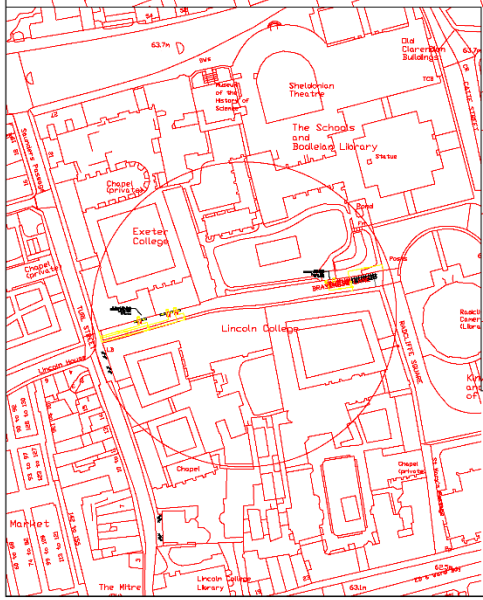
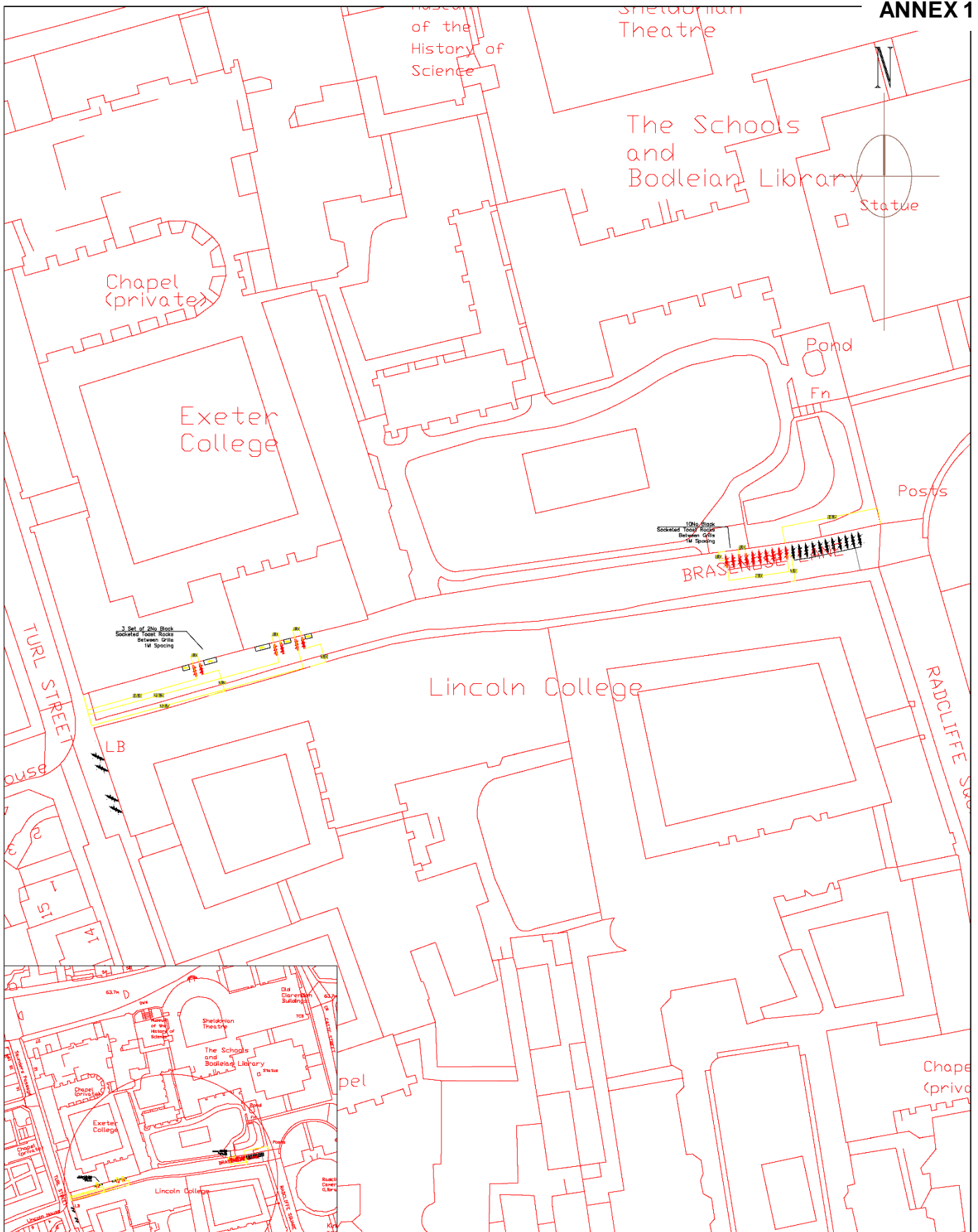
21. Officers are aware that existing cycle parking in Oxford does not currently meet the demand for the number of bicycles wanting to be parked, so the additional cycle parking hopes to alleviate some of this pressure and all locations have been requested by residents, councillors or business where they see demand. By providing additional cycle parking, it will help provide additional capacity to accommodate those who currently are unable to park their bicycles securely. Oxford City Council removes bicycles from public areas if they are considered abandoned. Once an abandoned bicycle is identified, there is a process in place to have it removed after seven days.

**Paul Fermer**  
**Director of Environment and Highways**

Annexes  
Annexes 1-7: Consultation plans  
Annex 8: Consultation responses  
Annex 9: Equalities Impact Assessment  
Annex 10: Climate impact assessment (*separate document*)

Contact Officers: Meg Hopkins (Senior Transport Planner – Place Making)  
Stewart Wilson (Central Team Leader – Place Making)

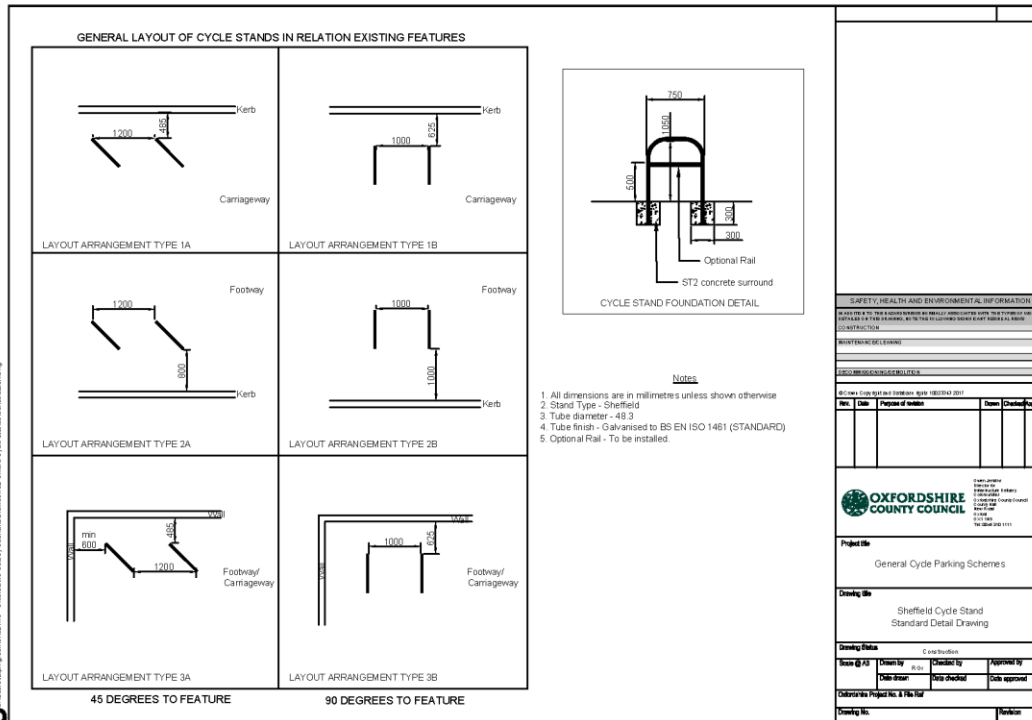
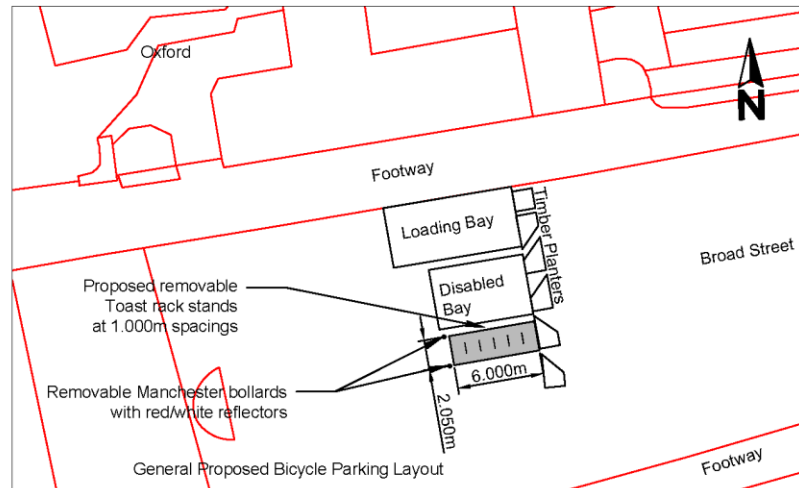
October 2024



Notes:  
 This site plan is derived from Ordnance survey data and Google maps, it is an indicative plan and should not be relied upon for measurements. **DO NOT SCALE**  
 All measurements to be checked by the contractor on site.  
 Before **ANY** excavation, statutory utility plans need to be obtained and a cat and genny should be used to check for underground utilities.

Oxford City Council <b>Housing &amp; Property Services</b> St Aldate's Chambers St Aldate's OXFORD OX1 1DS Tel. 01865 249811 DDI. 01865 25****		DRAWN BY M.Cope DATE 09/03/2023 SCALE 1:250 @ A1 DRAWING NUMBER SHEET NUMBER 7	CHECKED BY M.Cope DATE 09/03/2023 STATUS Specify status... REVISION A	APPROVED BY Confirm name here... DATE Date
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DRAWING TITLE Brasenose Lane				

Drawing No. \_\_\_\_\_



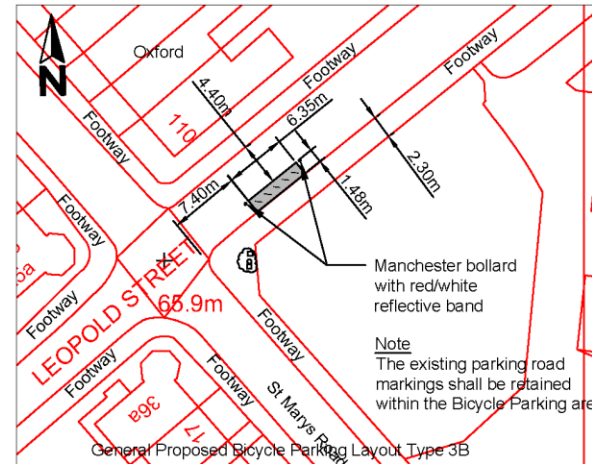
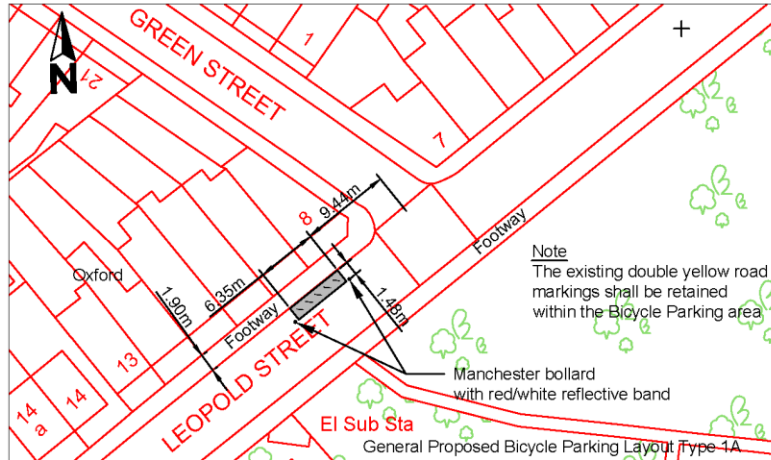
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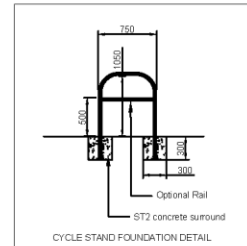
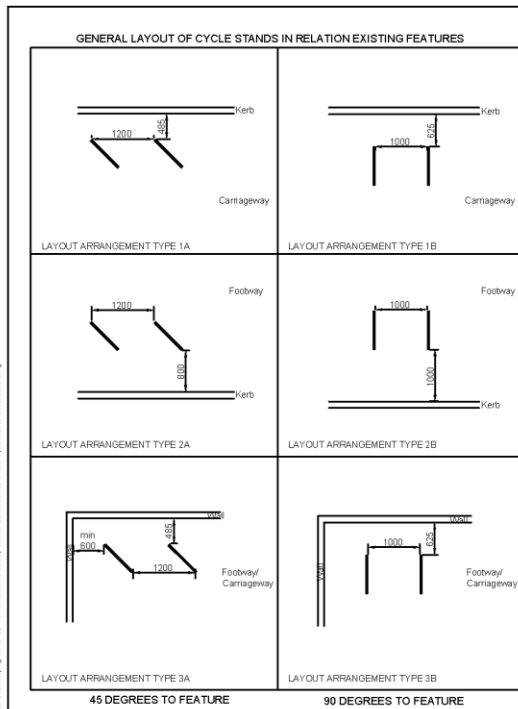
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		Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111		
<b>Project title</b> Oxford Proposed Bicycle Parking		<b>Drawing title</b> Broad Street West		
<b>Drawing Status</b> Information		Scale @ A3 Drawn by RGr Checked by Approved by Date drawn Date checked Date approved		
Oxfordshire Project No. & File Ref				
Drawing No.				Revision 2



- Notes
- Manchester bollards shall be installed 0.45m from edge of cycle stand area and 0.74m from kerb face.



- Notes
- All dimensions are in millimetres unless shown otherwise
  - Stand Type - Sheffield
  - Tube diameter - 48.3
  - Tube finish - Galvanised to BS EN ISO 1461 (STANDARD)
  - Optional Rail - To be installed

Rev	Date	Purpose of revision	Drawn	Checked	Approved

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 New Road  
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 OX1 1ND  
 Tel 0845 310 1111

Project title  
 Oxford  
 Proposed Bicycle Parking

Drawing title  
 Leopold Street

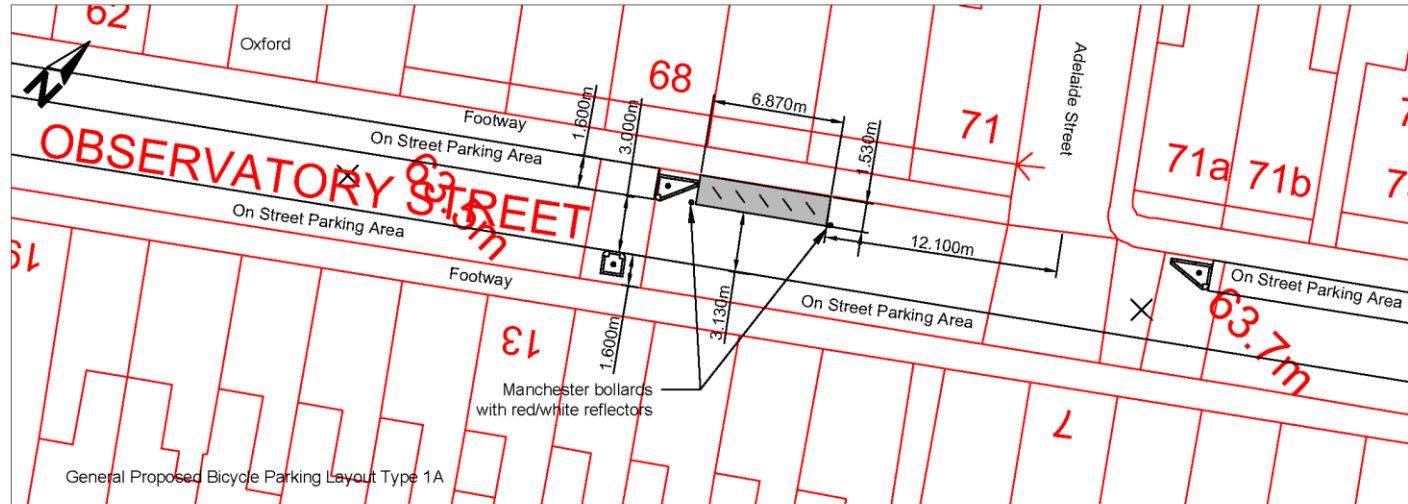
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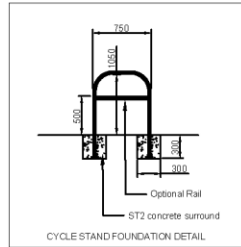
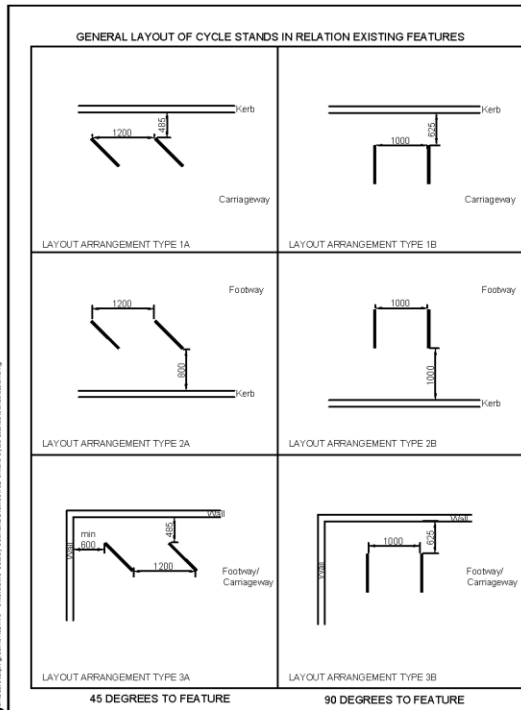
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General Proposed Bicycle Parking Layout Type 1A



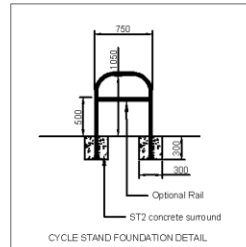
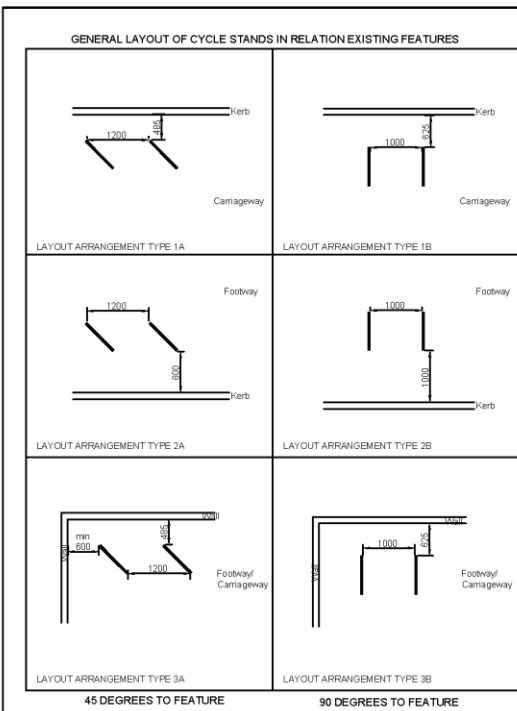
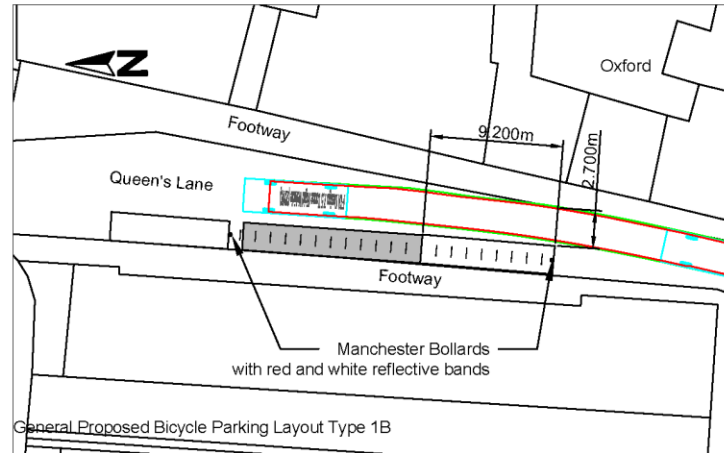
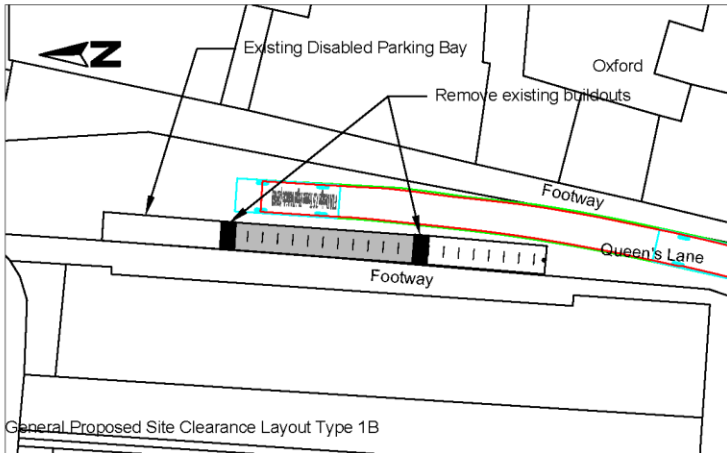
- Notes
1. All dimensions are in millimetres unless shown otherwise
  2. Stand Type - Sheffield
  3. Tube diameter - 48.3
  4. Tube finish - Galvanneal to BS EN ISO 1461 (STANDARD)
  5. Optional Rail - To be installed

Drawing No.		Revision			
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Project title					
Oxford Proposed Bicycle Parking					
Drawing title					
Observatory Street					
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	RGr				
	Date drawn	Date checked	Date approved		
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Revision 1					

- Notes
1. Location chosen as it is the only location that will not have a detrimental impact on the current on street parking arrangement.
  2. It utilizes the double yellow no parking restrictions that can be retained.
  3. Is sufficiently clear from interfering with traffic at the junction with Adelaide Street.
  4. The dimensions shown are taken from the OS base which may not be accurate.
  5. To obtain accurate distance data a topographical survey will need to be conducted that incur a cost in the region of £5K.

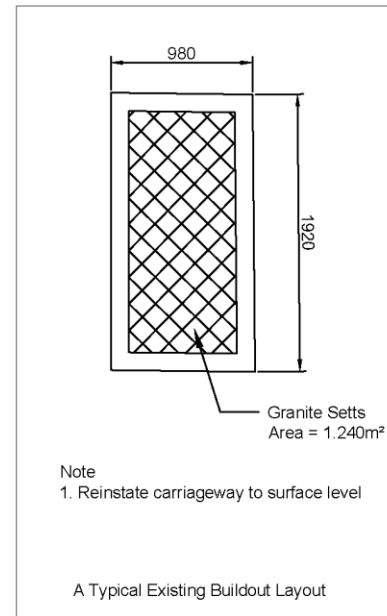
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- Notes**
1. All dimensions are in millimetres unless shown otherwise.
  2. The vehicle tracking is of a standard 7.5T vehicle.
  3. The total number of bike stands is 21.
  4. The Manchester Bollards shall be installed in accordance with manufacturers instructions.



- Notes**
1. All dimensions are in millimetres unless shown otherwise
  2. Stand Type - Sheffield
  3. Tube diameter - 48.3
  4. Tube finish - Galvanised to BS EN ISO 1461 (STANDARD)  
If requested - Galvanised to BS EN ISO 1461 & Polyester Powder coated to any RAL colour Galvanised to BS EN ISO 1461 & Duracast Polyethylene version
  5. Optional Rail - To be installed if specifically instructed
  6. Arrangement - The minimum width of 1.800m between the back of footway and the nearest edge of the new cycle stand.

Drawing No.	Revision												
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**OXFORDSHIRE COUNTY COUNCIL**

Owen Jenkins  
Director for Infrastructure Delivery  
Oxfordshire County Council  
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OX1 1ND  
Tel: 0045 310 1111

Project title: Oxford Proposed Bicycle Parking

Drawing title: Queen's Lane

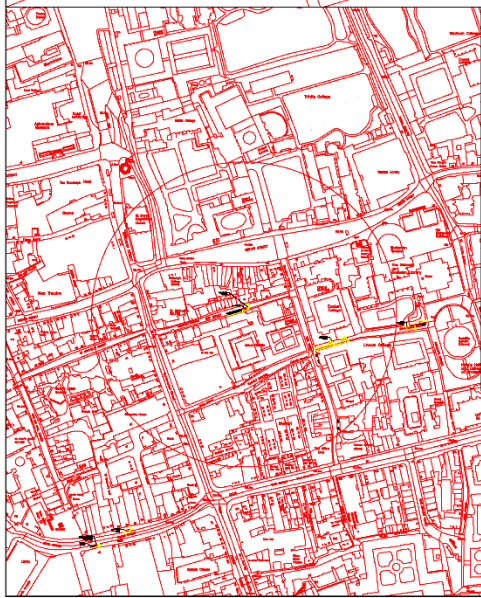
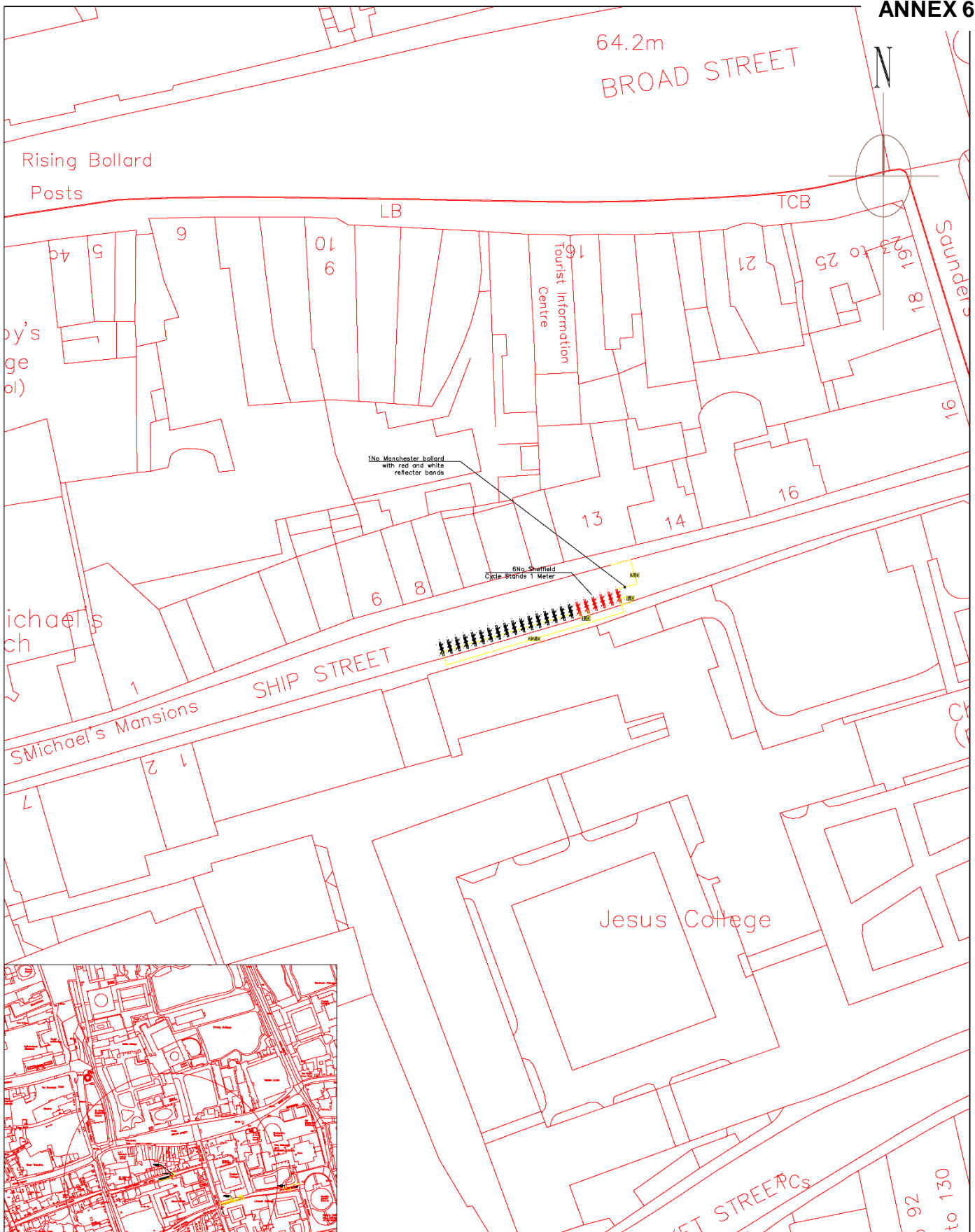
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Oxford City Council <b>Housing &amp; Property Services</b> St Aldate's Chambers OXFORD OX1 1DS Tel: 01865 248611 DDI: 01865 25****		DRAWN BY M. Cope DATE 09/03/2023	CHECKED BY M. Cope DATE 09/03/2023	APPROVED BY Confirm name here... DATE Date
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DRAWING TITLE Ship Street		REVISION C:\Users\Raigh Green\Downloads\Cycle Racks City Jmg		

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**Notes**  
 1. All dimensions are in millimetres unless shown otherwise.

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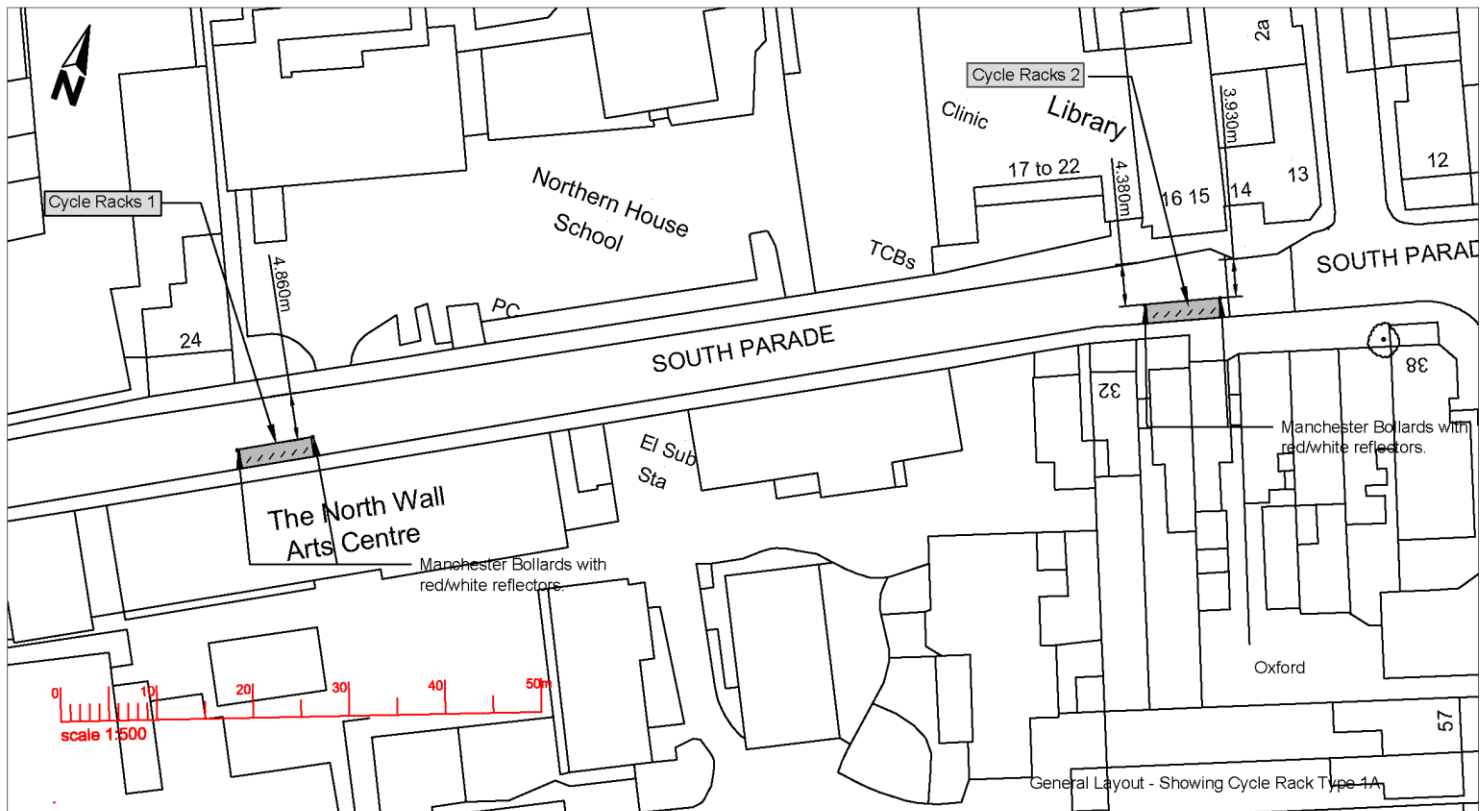
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 Proposed Bicycle Parking

**Drawing title**  
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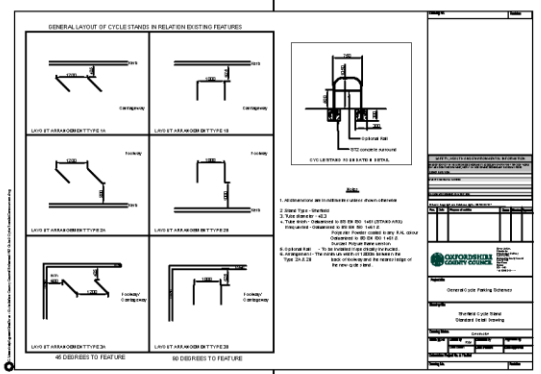
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General Layout - Showing Cycle Rack Type 1A



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	<p><b>Concerns</b> – from the Neighbourhood Policing Team</p> <p>Cycle Crime is one of the main Neighbourhood Crime types where we have seen a huge increase. Any measures that would bring more cycles into the city without adequate crime prevention would cause the Police further burden .</p> <p>Should these measures proceed I would like to see the right crime prevention and security for bikes was included and the on-street parking bays were placed strategically under observation from a CCTV camera it would be more suitable, but still not ideal.</p> <p>Bikes are often high value and they are easy to steal. Anymore encouragement to have more bikes in the city will see an even bigger increase in bike crime from habitual and opportunist thieves.</p>
(2) Cyclox	<p><b>Concerns</b> – We are very supportive of having more stands around the city. We wish to see Bilton stands only, not the black plastic ones like in St Ebbes. We support the siting of those racks and on the fact that they are on carriageway only.</p> <p>We object to the spacing of the racks which should be 1.2m rather than 1m. We also query your maths on the spacing of obliquely spaced stands. The linear distances should be 1.4m if going for 1m spacing and 1.7m if going for 1.2m.</p> <p>Response – Thankyou for increasing the amount of cycle parking spaces in Oxford. We are delighted that these are 'on-carriageway' only.</p> <p>We support the siting of the additional cycle parking.</p> <p>We would like to see the use of Bilton stands (Sheffield stands with a bar across). Bilton stands (Sheffield stands with an extra horizontal bar) could be used instead of plain Sheffield stands. They are said to be more secure and also are easier to lock cycles to as the lock doesn't slip to the ground. They give cycles much more stability, stopping them from slipping sideways or forwards or backwards, with incursion onto pavement or carriageway and creating</p>

	<p>difficulties for other trying to park their cycles. Another good point about the Bilton stand is that the lower bar might be detected by a white stick user before they walk into the rack itself.</p> <p>We would like to suggest that the end of each parking row could be allocated for larger cycles with a notice saying these stands are for the use of cargo bikes.</p> <p>In the Brasenose Lane it says that 3 sets of 2 black socketed Toast Racks between Grill 1m spacing will be installed. If these are like the black plastic cycle parking stands that have been installed in St Ebbes and in East Oxford. They may be a bit more secure, but they are ugly and not in keeping with surrounding area, plus it is logistically challenging to actually use them due to handlebars hitting each other.</p> <p>Spacing – The recommendations for the spacing between stands are set out in table 11.2 LTN 1/20. You are suggesting 1.0m which is the minimum distance. We would like to see 1.2m as it makes parking much easier. 1m separation between stands results in access problems and damage to cycles and to shins. As well as avoiding that, 1.2m allows use by wider cycles (LTN 1/20 design cycle stand is 1.2m wide) if they have two adjacent spaces.</p> <p>For the obliquely positioned stands – Using the square of the hypotenuse = sum of the squares of the other two sides, the racks that have the recommended 1.2m spacing should have 1.7m linearly between the racks. If only going for 1m between racks (which we don't support) the linear spacing should be 1.4m.</p> <p>There should be a minimum of 1.2m between parallel Sheffield stands, measured at right angles to the stands. (If the stands are at 45 degrees, the linear separation has to be <math>\sqrt{2} * 1.2 = 1.7m</math>.)</p>
<p>(3) Local Cllr, (Oxford, Argyle Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We need to shift kerbside space away from space-hungry cars and towards cycling and spaces for people. City centre cycle parking is urgently needed for the thousands of people who visit shops by bike. Whilst what we really need is a proper integrated kerbside strategy; this is a welcome step towards that.</p>

(4) Local Cllr, (Oxford, Bullingdon Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I support the proposals for the pedal cycle parking on South Parade in particular, as this part of the area currently has insufficient bike parking for visitors to the North Wall Centre and the Library, as well as the shops on this street. The proposals are aligned with the neighbourhood plan for the area which encourages sustainable travel options to the economic centre of Summertown.</p>
(5) Local resident, (Oxford, Aston Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Provision of adequate cycle parking is long overdue. There are so many reasons to encourage people to choose cycling as their method of transport. At the moment, one of the major deterrents is the insufficiency of cycle parking on arriving at one's destination. This is particularly problematic if taking a bike into the city centre.</p>
(6) Local resident, (Oxford, Banbury Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b></p>

	<p>Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I think it's great that Oxford has more cycle parking space, and especially that it's a replacement of car parking rather than pedestrian space.</p>
<p>(7) Local resident,  (Oxford, Baynhams Drive)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Oxford needs to improve cycle parking because of the high rate of cycle thefts. Now, E-bikes have become a target, and organised gangs are targeting them in particular. I keep an old-looking bike to go into town because you can not leave a good bike in a bike as it to be stolen.</p>
<p>(8) Local resident,  (Oxford, Beaumont Rd)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>There is never enough cycle parking but it should be on carriageway and not on footpaths as should EV infrastructure.</p>
<p>(9) Local resident,  (Oxford, Belbroughton Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b></p>



	<p>Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I am an active traveller, frequently using my bike. Whatever my destination, there is never enough secure on street parking for bikes - mine is an ebike - this is always a factor in my decision on whether to use my bike, walk or take the bus.  To encourage more people to cycle, this concern over secure parking needs to be removed as far as is possible.</p>
<p>(10) Local resident,  (Oxford, Benson Place)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I use a bicycle as my main form of transport in Oxford. We gave up our car last year although we sometimes use CoWheels cars. When parking my bike I always look for something secure to lock it to. Sadly it is very common to find a lack of decent bike parking and I often have to resort to using a sign post, a lamp post or another item of street furniture like a bench or railings. Bike racks that only offer a 'V' for the front wheel are particularly useless as you can't lock the frame and may come back to find your wheel still there and the rest of the bike gone.</p>
<p>(11) Local resident,  (Oxford, Beresford Place)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p>

	<p>Bike parking is key for accessibility. This is a good step in the right direction, but even more are needed, especially around the eastern end of high street, Magdalen Road and Cowley Road.</p>
<p>(12) Local resident, (Oxford, Bodley Road)</p>	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Partially support</b>  Ship Street – <b>Partially support</b>  Queens Lane – <b>Partially support</b>  Leopold Street – <b>Partially support</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Partially support</b></p> <p>While I support the provision of cycle parking in Oxford, one of the causes of insufficient spaces in the existing cycle racks/parking is that there are a large number of cycles that are left abandoned and padlocked to spaces, and are not removed. Many of them are obviously abandoned - damaged, parts missing etc.  Please consider, before spending public money on more provision that will also become partially clogged up with abandoned cycles, putting in place a regular ongoing and forward timetable of survey and removal of abandoned cycles from the existing spaces.</p>
<p>(13) Local resident, (Oxford, Botley Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We desperately need more cycle parking across the City. Replacing car parking spaces with cycle parking is especially good because 10 cyclists can use the space used by 1 driver and it reduces the availability of parking and the attraction of driving into the City.  Please also consider more spaces for parking cargo bikes. Lots of parents are switching to cargo bikes, taking cars off of the road. However, parking the cargo bikes is often a problem.</p>

<p>(14) Local resident, (Oxford, Bridge Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>OK</p>
<p>(15) Local resident, (Oxford, Campbell Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Oxford wants to be a cycling city then it needs as much bike parking as is possible</p>
<p>(16) Local resident, (Oxford, Campbell Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>More bicycle parking encourages more people to cycle cos they know they can park their bikes securely in various locations around Oxford. When I cycle, it is important to me to know that I can leave my bike securely wherever I am in Oxford and I think many other people would feel similarly</p>

<p>(17) Local resident, (Oxford, Campbell Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I have struggled to find adequate bicycle parking in all of these streets. I welcome high quality bike parking so I can feel safe to park my bike with the expectation that it will be there when I return</p>
<p>(18) Local resident, (Oxford, Charles Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We need more good quality bike parking, both in city centre and in East Oxford. However, the parking bays in places like St Marys Road which have the thick black containers set onto the road are really unsightly and don't seem to deter theft as much as it would appear (seen some bikes with parts taken off them even while attached to the black bays). Please consider just using the standard U stands with enough room to park cargo/ebikes as well as normal push bikes.</p>
<p>(19) Local resident, (Oxford, Cherry Tree Lane)</p>	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Support</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>Object</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Object</b>  South Parade – <b>Partially support</b></p>

	Not sure
(20) Local resident, (Oxford, Church Cowley Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Partially support</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Support</b></p> <p>Bike parking belongs on the carriageway, not the footway; given the ratio of bikes to cars in Oxford, it makes sense to reallocate a small number of car parking spaces to accommodate a greater number of bikes.  On residential roads with no/few businesses (Leopold, Observatory), parking spots intended for residents should be in hangars, rather than a free-for-all. Hangars are also more effective at protecting parked bikes from clumsy drivers.</p>
(21) Local resident, (Oxford, Church Hill Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Parking a bike in the city centre is like parking a car, often difficult to find a spot. If I have a meeting in the town centre I need to plan extra time to find a spot where I can lock my bike to a proper cycle rack. Also, I am often commuting to London by coach and find it equally difficult to find reliable cycle parking. More cycle parking at St Clements is also needed. Integrated transport includes also switching from bike to bus.</p>
(22) Local resident, (Oxford, Cowley Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b></p>

	<p>Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Strong support - 1 car space = 10 bike spaces. Important that the bollards are there. Shame that the residential areas don't seem to have the option of bike hangars - Oxford is woefully behind the curve with their provision. A couple of the maps could have been made easier to read. Would have like to see even more racks at the western end of Brasenose Lane.</p>
<p>(23) Member of public,  (Oxford, Cricket Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Partially support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Support</b></p> <p>Sorry i have nothing to say other than the more secure cycle parking we have will encourage more people to get on their bikes</p>
<p>(24) Local resident,  (Oxford, Fairacres Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I am really grateful for all the measures to improve cycling infrastructure in recent years. I think the key thing is to get less practiced cyclists to be more confident in getting out on their bikes, and good cycle parking is one way to encourage this and discourage theft. I went out on a bike ride today, and finding good, new cycle parking available right outside my destination encouraged me to stop (and spend money) at the venue, so I think the cycle parking will</p>

	<p>be very good for business too. I very much like it when the cycle racks are attractive and well-spaced so that brake cables etc. don't catch on other bikes' handlebars etc.</p>
<p>(25) Local resident, (Oxford, Farndon Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Object</b></p> <p>The pavement and carriageway in Observatory Street are narrow. I have not seen where it is proposed to site them but believe they may be too obstructive. In South parade I don't agree with the reduction in car parking space. The retail and other premises in the area are used by many people who are not local and use cars to access them. Parking is already very difficult and I would not support further loss of space.</p>
<p>(26) Local resident, (Oxford, Florence Park Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>All new cycle parking is a good thing. Please can you add signage to designate end-of-rack spaces for cargo bikes?</p>
<p>(27) Local resident, (Oxford, Godstow Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b></p>

	<p>South Parade – <b>Support</b></p> <p>This is a city where lots of people cycle and many more would like to if it were safe. More parking is a small but important part of encouraging more cycling. Given the amount of space given over to car parking reallocating a small amount to bike parking doesn't seem too much to ask</p>
(28) Local resident, (Oxford, Green Ridges)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I fully support cycling as a preferred means of transport to driving a car in Oxford</p>
(29) Local resident, (Oxford, Grove Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Cycle parking is vital near amenities. At present it is often necessary to search for parking and more is required.</p>
(30) Local resident, (Oxford, Harefields)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>No objection</b></p>



	<p>South Parade – <b>Support</b></p> <p>I don't regularly travel down Observatory Street - and as it's so close to Jericho, I wouldn't park there - but all the other streets are areas where I know from personal experience that more cycle parking would be useful.</p>
(31) Local resident, (Oxford, Hill Top Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I live near the city centre and....  I shop in East Oxford and the city centre  I visit friends in East Oxford and in Jericho</p>
(32) Local resident, (Oxford, Hollow Way)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We desperately need more on-street cycle parking places around Oxford.</p>
(33) Local resident, (Oxford, Howard Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b></p>

	<p>Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I don't like to cycle if I don't know that I can get a park, so more cycle parking will help me ride my bike into town more!  Also there's a massive shortage of bike parking in Cowley, so +1 to the Leopold Street proposal</p>
<p>(34) Local resident,  (Oxford, Howard Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>There is insufficient cycle parking in all those locations, although a regular process of tagging for identifying abandoned bikes for removal is needed across the city.</p>
<p>(35) Local resident,  (Oxford, Hugh Allen Crescent)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>There is way too little bicycle parking in Oxfordshire. At least half of current car storage spaces should be converted.</p>
<p>(36) Local resident,  (Oxford, Hurst Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b></p>

	<p>Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>why only one location in east oxford.  remove the ugly police black rack with proper racks.  Install boxes for resident. Happy to pay parking permit for my bike.</p>
(37) Local resident, (Oxford, James Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Everything that supports safe cycling and cycle parking and discourages car use is good by me, good for the environment and makes for a safer city.</p>
(38) Local resident, (Oxford, Kennedy Close)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Partially support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Queens Lane tends to be crowded out with tourists on the road as well as the pavements, making cycling tricky especially at the blind corners. As such great care will be needed in situation the racks so that the road is not narrowed excessively.</p>
(39) Local resident, (Oxford, Kingston Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Partially support</b></p>

	<p>Ship Street – <b>No objection</b>  Queens Lane – <b>No objection</b>  Leopold Street – <b>No objection</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Support</b></p> <p>I think Broad Street needs more bike racks than those proposed- there is a big shortage of parking spaces in Central Oxford  I'm unsure if Observatory st will fit those racks? Presumably they are for residents, as not for the shops at either end?</p>
<p>(40) Local resident,  (Oxford, Kingston Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>The more cycle parking the more cycling is encouraged</p>
<p>(41) Local resident,  (Oxford, Kingston Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Inadequate provision currently</p>
<p>(42) Local resident,  (Oxford, Kinston Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b></p>

	<p>Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Never enough spaces in town center</p>
<p>(43) Local resident,  (Oxford, Leaffield Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>More cycle parking is needed in the city centre to support travel by bike</p>
<p>(44) As a business,  (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Support</b></p> <p>Secure bike parking is another part of getting people out of cars</p>
<p>(45) Local resident,  (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Object</b></p>

	<p>Leopold Street – <b>No objection</b>  Observatory Street – <b>No objection</b>  South Parade – <b>Support</b></p> <p>There's a strong need for more bicycle parking in the center of town, so I strongly support most of the proposals there. But Queen's Lane is already very difficult to navigate by bike with all of the tourists walking in the road and I worry that decreasing the road space there will make it more dangerous as a thoroughfare. I live on Leopold St and a cyclist and it seems to me that there is a much bigger need for more parking for bikes on Cowley Rd and St Clements, rather than here specifically. So while i have no objection, I don't think it is the best place in terms of need or bike traffic. It's also the case that Leopold St is covered with potholes and it's not that bike friendly as a result. Maybe the council could finally think about repaving it and the nearby streets? (Green St and Randolph St are just as bad).</p>
<p>(46) As a business,  (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I especially support Leopold Street. We are in the building with Photon Design (a Co working Space downstairs) And we regularly have problems parking bikes. We are currently not parking our bikes Attached to any structure so they are very vulnerable to being stolen. We are 15 people and we can we have bikes on top of each other and piled up in the car park against each other. We are also parking the bikes Attached to road signs and Poles in the street, which is no good for Pedestrians.</p>
<p>(47) As a business,  (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>No opinion</b></p>

	<p>As a business based on Leopold Street, our staff have nowhere feasible to keep our bikes and this has meant they have been at risk of theft.</p>
<p>(48) Local resident, (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Partially support</b>  Observatory Street – <b>Support</b>  South Parade – <b>No opinion</b></p> <p>More cycle parking near to shops and services is needed. All schemes seem to provide this except Leopold Street where the cycle parking is not particularly close to Cowley Road. Currently there are often badly parked bikes at the intersection of Cowley and Leopold, and I doubt these same people will walk quite a way down the road to access the locking area. In addition, there are many problems with people parking illegally close to the junction. I think it would be better to turn the parking closer to the intersection into cycle stores, as it's more likely to be used. I'm happy for there to be additional stores, and don't mind the current locations (I live right next to one) but I don't think they'll provide what you suggest. They are also very small!</p>
<p>(49) Local resident, (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Support</b></p> <p>Cycling is my main mode of transport within Oxford and consider it by far the best way to get around the city - current provision for bike parking in the city centre doesn't seem adequate for the number of cyclists using it (at busy times all the proper bike racks are full, in some cases "double parked") resulting in people locking bikes to railings, lamp posts etc and blocking pavement. I live on Leopold street and have access to off-street bike storage so have no particular</p>

	<p>need for on-street parking myself but appreciate people would make use of this when travelling to the Cowley road for shopping, dining etc.</p>
<p>(50) As a business, (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I am a director of a co-working space on Leopold Street and every single one of our co-workers arrives by cycle. This will be a tremendous benefit to us. I support the cycle parking proposals for all locations because we as a county need to be going full-force to enable cycling.</p>
<p>(51) Local resident, (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I live next to the proposed parking on Leopold Street and it will be a useful addition to the area. Please add some on the jct between Magdalen Rd/Hurst St near to the shops/pub</p>
<p>(52) As a business, (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b></p>



	<p>South Parade – <b>Support</b></p> <p>I am a small business working out of a premises in Leopold Street. I travel by bicycle as do many coworkers in other businesses. We are currently unable to secure our bikes due to inadequate parking in the area.</p>
(53) Local resident, (Oxford, Leopold Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I support any measure that encourages cycling over driving. I particularly support this proposal on Leopold Street because I work there and I often struggle to find a place to lock up my bike.</p>
(54) Local resident, (Oxford, Linton Road)	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Partially support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Partially support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I find most of the diagrams very hard to understand, especially the Queens Lane map showing the location of proposed stands - I have no idea where the proposed location actually is! Queens Lane can be a difficult cycle as pedestrians use the road and footpath equally, so these stands should not make things worse. Could you provide some better illustrations?</p> <p>As a cyclist I am greatly in favour if more cycle parking - there isn't enough, especially during term time. As the university expands the need increases.</p> <p>As a Summertown resident I support the S parade proposal.</p>

<p>(55) Local resident, (Oxford, Maidcroft Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Bike parking in Oxford is extremely well used, more would be very welcome.</p>
<p>(56) Local resident, (Oxford, Marston Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I support these proposals because one of the reasons I do not cycle more often (especially with my daughter) is the lack of safe, secure bike parking. This is especially so for the Leopold Street (where we have friends) and South Parade (which we visit for shopping/the library) locations.</p>
<p>(57) Local resident, (Oxford, Marston Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p>

	<p>Regularly I find it hard to find a place to park my bicycle in the City Centre and in East Oxford. I would like to suggest even more places around Magdalen Road, James Street and Marston Street, as well as more along Cowley Rd. Currently it is hard for visitors to find a place to park their bike, which is important given the LTNs and permit controls. Lastly, I am supportive of the city centre increases, however I would prefer the plans to include larger spaces for cargo bikes. That way I can cycle to the city centre with my daughter in the cargo bike and park.</p>
<p>(58) Local resident, (Oxford, Minster Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We absolutely need more cycle parking (as well as far better segregated bike lanes). But what is important is that you make provision for CARGO BIKES - not just standard cycles. Cargo Bike use is increasing hugely and, as a user myself, I can confirm that parking is very poor and puts us off using these bikes (which take cars and vans off the roads).  You need wider spaces and easier access for these bikes - perhaps spaces reserved for cargo bikes?</p>
<p>(59) Local resident, (Oxford, Norham Gardens)</p>	<p>Brasenose Lane – <b>Object</b>  Broad Street – <b>Object</b>  Ship Street – <b>Object</b>  Queens Lane – <b>Object</b>  Leopold Street – <b>Object</b>  Observatory Street – <b>Object</b>  South Parade – <b>Object</b></p> <p>Pedestrians according to the law take priority, the pavements are already overcrowded with bus shelters, scooter parking etc. Having a bicycle park will mean even less pavement to walk on</p>

<p>(60) Local resident, (Oxford, Norham Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Cycle parking needs to be more plentiful everywhere</p>
<p>(61) Local resident, (Oxford, Nursery Close)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>Partially support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I cycle to most places in Oxford and often struggle to find bike parking in some of these locations.</p>
<p>(62) Local resident, (Oxford, Oatlands Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We must improve provision for cyclists to help escape from the overriding car-culture and part of this is adequate securable cycle-parking where it is needed. In Walton Street there are more car-parking spaces than cycle racks, which sends all the wrong signals!</p>

<p>(63) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Object</b>  South Parade – <b>No opinion</b></p> <p>I am a cyclist who lives on Observatory St. For the last 4 days I have logged the number of cycles parked in this street where the proposed modifications are planned. Today, 2 cycles, yesterday 1, the day before 3 and the day before 1. The houses on the north side of Observatory St have rear access from Adelaide St, so do not need to park out front. Many homes are occupied by seniors who do not ride cycles. I estimate 35-40% are populated by seniors, like me (but I do ride a cycle as does one of my neighbours. We come in from Adelaide St. It seems to me that this proposal is a solution looking for a problem (which does not exist). However, it does seem apparent that cycle parking would be exceptionally appropriate at the Walton St end of Observatory St close by Branca where cycles are invariably locked to street signs and posts restricting access to the footpath. So my recommendation is that the plan is good in its essence, just that the location should be moved from a very low need part of Observatory St to an area where the need is high.</p>
<p>(64) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Support</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Object</b>  South Parade – <b>No opinion</b></p> <p>The need for cycle parking in this location is unnecessary. The demand is non-existent as the homes on the street where the cycle bays are proposed have rear entrances from Adelaide St and there is consistently only 1-2 cycles that occupy the street. However, the need does exist close to the Walton St intersection and providing this facility on the north side of the street between the rear lane of the Walton st shops and Walton St would have the effect of clearing the footpath to pedestrian traffic which is usually impeded by cycles blocking that section of the footpath. It would seem to me that an urgent need for cycle parking accommodation would be on Walton Well Road where there seems</p>

	<p>to be a high concentration of cycles chained to fences that impede pedestrian use of the footpath. Rather than place this facility where it would have little use it would seem to me that placing it in an area where the need is great would be more appropriate. Could you consider the relocation of this facility?</p>
<p>(65) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Object</b>  South Parade – <b>No opinion</b></p> <p>I am not aware that you have established a need for a bicycle park in Observatory Street. It could be unsightly: your consultation document does not give an artist's impression of how it will look. It is much more important to put, in Observatory Street, signs reminding drivers of the 20-mph speed limit and one that measures the speeds of vehicles and gives a warning if the speed is over 20 mph.</p>
<p>(66) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>No opinion</b></p> <p>This is planned for exactly outside my house. I am new to the area and don't know how likely it is to: clutter the road; have abandoned bikes; be noisy; encourage further cycling up the road the wrong way; expand to become a drop off point for pay-as-you-go bikes which will be left on the pavement (causing access issues) and / or restrict turning safely out of Adelaide Street. I would be more likely to wholly support the project if it is going to be possible to report issues such as these and that they will be acted on.</p>

<p>(67) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Lack of cycle parking leaves pavements impassable. Driving around Oxford has got harder, which is fine as long as cycling is easier, but without places to lock bikes it becomes frustrating.  Lack of good, safe bicycle locking places increases the chance of cycle crime, too.</p>
<p>(68) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>No objection</b>  Broad Street – <b>No objection</b>  Ship Street – <b>No objection</b>  Queens Lane – <b>No objection</b>  Leopold Street – <b>No objection</b>  Observatory Street – <b>Object</b>  South Parade – <b>No objection</b></p> <p>Even though it's a one way street with tight pavements, cyclists regularly ride the wrong way, endangering pedestrians and householders who's doors open onto the pavement. Having parking bays halfway between Woodstock Road and Walton Street will encourage this selfish behaviour.</p>
<p>(69) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No objection</b>  Ship Street – <b>No objection</b>  Queens Lane – <b>No objection</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Support</b></p>

	<p>I am in favour of the proposal for Observatory Street PROVIDED that there is an accompanying effort to prevent the parking of bicycles on the narrow paths on both sides of the street. At the moment there are frequent obstructions to people with prams and the elderly with movement difficulty who are faced with a drop down at the kirb to the roadway.</p>
<p>(70) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>No opinion</b></p> <p>I think the intervention is called for but would be much more use at the ends of the streets, near businesses, rather than in the middle of the street, in front of someone's house</p>
<p>(71) Local resident, (Oxford, Observatory Street)</p>	<p>Brasenose Lane – <b>Object</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Object</b>  South Parade – <b>No opinion</b></p> <p>I have lived in Observatory Street for 40 years. I am a cyclist. I know many of the residents. No-one I know has requested these bike racks. We take our bikes into our houses to prevent theft. Although the area proposed for the racks has double yellow lines, it is regularly used for parking by two parties: the disabled resident of number 71a parks there when she cannot park in the disabled space outside her house because access is blocked by another vehicle with or without a blue badge, also the drivers of supermarket delivery vans park there to avoid blocking the street while they unload.</p>
<p>(72) Local resident, (Oxford, Old Road)</p>	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Support</b></p>



	<p>Ship Street – <b>Partially support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Support</b></p> <p>As a cyclist, I often find it impossible to park my bike near my intended destination.</p>
<p>(73) Local resident,  (Oxford, Oxford Road)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Partially support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>No opinion</b></p> <p>I was expecting to see more locations on Queen's Street and near the Westgate, as there aren't enough there.</p>
<p>(74) Local resident,  (Oxford, Parker Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Partially support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>More cycle parking near shopping places is good. Means we can easily get to businesses to support them. I'm a bit hesitant about Queen's Lane as those racks are basically used by Teddy Hall students. But it's not clear what you're proposing.</p>
<p>(75) Local resident,  (Oxford, Percy Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b></p>

	<p>Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>No opinion</b></p> <p>Ship Street especially would be useful for me personally, but throughout the centre it's hard to find a secure bike parking spot, so all these proposals would help. ( The ranks of empty parking racks behind the Westgate could possibly be brought into better use elsewhere?! ) Leopold Street is in my part of town where I know people have problems but I can't speak for the N OXford area issues.</p>
(76) Local resident, (Oxford, Plantation Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I am greatly in favour of more cycle racks, in general. In particular there should be more provided near pubs (eg Walton Street and Plantation Road). This not only encourages bike use over cars, it discourages drunk driving and supports local businesses.</p>
(77) As a business, (Oxford)	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Object</b></p> <p>As a business owner, I object to yet more removal of parking spaces near the Summertown shops. Particularly as I've seen plans to radically reduce the number of parking spaces in Diamond Place. The two hour on street spaces in</p>

	<p>South Parade are so important for those wanting to do errands in Summertown - especially if you're short of time or don't live in Oxford. Yes, customers could come by park and ride or bus - but that's more for longer shopping trips - not for a lunch with a friend or to go to just a couple of shops.</p>
<p>(78) Local resident, (Oxford, Quarry High Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Currently often not enough cycle parking. Fully support this measure which will promote more people cycling into city centre, bringing health benefits, improved air pollution, and support local businesses (with the British Retail Consortium estimating people who walk or cycle to shops spend up to 30% more than those who drive as well as reducing congestion and enabling more people to access businesses)</p>
<p>(79) College representative, (Oxford, Queen's Lane)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>No opinion</b></p> <p>Queen's Lane badly needs more cycle racks so this is a good development.</p>
<p>(80) Local resident, (Oxford, Randolph Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b></p>

	<p>Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>All of these locations would benefit from more parking. It's frequently difficult to find a space to lock up my bike in these areas.</p>
<p>(81) Local resident,  (Oxford, Raymund Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I mostly cycle for travel within the city and sometimes it is difficult to find an available space in these locations (particularly Brasenose Lane and Ship Street for me, though I use others occasionally).</p>
<p>(82) As a business,  (Oxford, Reliance Way)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>No opinion</b></p> <p>Local businesses need places to park their bikes at the Hurst Street end of Leopold Street.</p>
<p>(83) Local resident,  (Oxford, Richards Lane)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b></p>

	<p>Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We should facilitate cycling as much as possible and in every way; to lessen cars and pollution in Oxford, as well as increase safety of cycling.</p>
<p>(84) Local resident,  (Oxford, Sandfield Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>There is currently too little cycle parking in Oxford.</p>
<p>(85) Local resident,  (Oxford, South Parade)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Object</b></p> <p>As a local resident I don't think there a need for specific cycle parking on South Parade. There often is a struggle for parking bays for permit holders as it is. People parking in unsafe places, there's even a crashed car with a 'police aware' sticker on it which has been taking up a space for weeks. It's a difficult road as it is, especially if there is an event at St Edwards or The North Wall. I've seen so many near misses with bikes/cars on the whole of south parade already and think that having cycling parking on this road might make things worse.</p>
<p>(86) As a business,  (Oxford, South Parade)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b></p>

	<p>Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Object</b></p> <p>As a business owner on South Parade I object to the removal of any of the parking bays on the street. South Parade is a busy street that currently does not have enough parking to satisfy the needs of the businesses and residents. The removal of the parking will simply cause even greater issues with parking in the street. There is currently plenty of cycle parking outside the library on South Parade and at the top of South Parade on Banbury Road. I see no need to reduce the parking in favour of more cycle parking. It is obvious to me that no actual professional survey of the street has been completed over multiple days to see that a better provision for parking is needed rather than its removal. Only a few of the houses and businesses on South Parade have off street parking and this removal will only cause more problems therefore I strongly object.</p>
<p>(87) Local resident,  (Oxford, South Parade)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Partially support</b></p> <p>'Whilst I do support the need for additional cycle parking in Summertown, taking away further parking is not conducive to the residence who rely on needing a parking space. As a family who have to use a car, and with a daughter with potential additional needs (these are not yet diagnosed) therefore we cannot apply for a disabled parking badge as yet, the plans to take away further parking outside our house (32 S. Parade) would have a significant impact on our family life.</p> <p>We would be okay with the proposal if the following was considered:</p> <ul style="list-style-type: none"> <li>- continue with the plan to add parking outside the Northhall and outside 31 S. Parade, but Change the bay to residence only parking.</li> <li>-explore the removal of the disabled parking space outside the library in Summertown and replace this with cycle parking. In our experience this space is rarely used.</li> </ul>

	<p>- explore the introduction of cycle Parking outside the residential properties on the pavement of South Parade and Strathfield Road (Banbury Road Side).  Ensure better signage towards the Parking at Alexandra tennis courts with a suggestion of moving this to a free two hour parking this taking the strain off the current around summer town and South Parade.</p>
<p>(88) Local resident,  (Oxford, South Parade)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Support</b></p> <p>We live on South Parade and see the need for proper bike parking next to the North Wall and additional parking for the library. This will hopefully encourage patrons of the North Wall to bike to shows and exhibits.</p>
<p>(89) As a business,  (Oxford, South Parade)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Object</b></p> <p>There is already very limited parking in Summertown and many people visiting our therapy centre are not very mobile. The loss of these parking spaces has an impact on both Practitioners coming in to see a Patient and the Patients who maybe vulnerable.  Could the cycle parking be accommodated, as it has been on Banbury road, in areas that don't impact parking spaces?</p>

<p>(90) Local resident, (Oxford, Southfield Park)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Secure and convenient public cycle parking is necessary for increasing the number of cycle trips in Oxford (which in turn helps reduce the number of car journeys).  Please ensure that new racks offer sufficient clearance for nonstandard bikes, including bikes with baskets, cargo bikes, and bikes with trailers.</p>
<p>(91) Local resident, (Oxford, Southfield Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>These busy spots often have no spare spots! I cycle around town for most of my joourneys from cowley</p>
<p>(92) Local resident, (Oxford, Squitchey Lane)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>No opinion</b>  Ship Street – <b>No opinion</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Object</b></p>



	<p>We live in Squitchey Lane, within the Summertown Residents parking area. We invest each year in a permit to park in these spaces. We use the South Parade spaces especially to visit the Library - we are not always able to walk that far, we are too old now (77 and 86) to cycle, and the bus stops are a way off at the end of South Parade. Although we would regret the loss of this facility adjacent to the North Wall gallery, we can see that it would be sensible to install cycle parking there. The second site - by 33 and 34 South Parade is absurd. The proposed site is opposite the Summertown Library, where there is already cycle provision. There is no need for more, and the loss of amenity both to Residents and to the general public makes no sense.</p>
<p>(93) Local resident, (Oxford, St Anne's Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>If the council expects people to cycle and not drive they must provide cycle parking where people go and need it.</p>
<p>(94) Local resident, (Oxford, St Peters Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Object</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>For Queens Lane, this is a narrow and beautiful road in Oxford (one of the most lovely to ride along). As much as I support more bike parking, this is one road where if possible I would avoid adding more bike parking to</p>
<p>(95) Local resident, (Oxford, St Peter's Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b></p>

	<p>Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We need more cycle parking in the city and these are all good locations!</p>
(96) Local resident, (Oxford, Stratfield Road)	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Partially support</b>  Queens Lane – <b>Partially support</b>  Leopold Street – <b>Partially support</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Partially support</b></p> <p>The 1 metre spacing between stands is inadequate. LTN 1/20 "Cycle Infrastructure Design" recommends 1.2m and has 1m as a minimum. But Oxford has high levels of everyday cycling compared to most UK cities, meaning far more cycles have baskets and/or pannier racks. Both of those can render parking in stands 1m apart difficult (and lead to damage to cycles) if not impossible.</p> <p>If stands are angled, the separation needs to be measured <u>at right angles</u> to the stands. With stands angled at 45 degree, 1m at right angles corresponds to 1.4m along the street, <u>not</u> 1.2m. So the minimum separation measured along the street should be 1.4m, not 1.2m, and 1.5m or 1.6m would be better (matching 1.1m for normal stands).</p>
(97) Local resident, (Oxford, Stratford Street)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Really important to have good quality cycle parking to encourage more journeys by bike to improve air quality and reduce congestion.</p>

(98) Local resident, (Oxford, Temple Road)	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>No opinion</b></p> <p>As a cyclist living in Oxford, I use my bike almost daily and I always have an issue with trying to find a safe place to park my bike, particularly in the city centre where I go for shopping, socialising, etc. Broad Street, Queens Street and anywhere around the central Oxford area is usually impossible to park a bike, as all the bike racks are full, particularly around Queens Street and Broad Street. Any further safe cycle racks that could be added would be very welcome.</p>
(99) Local resident, (Oxford, Walton Well Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>More cycle parking is also needed for central Oxford too I feel</p>
(100) Local resident, (Oxford, Walton Well Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b></p>

	<p>South Parade – <b>Support</b></p> <p>More bike parking needed, glad to see some going in in replacement of car parking</p>
<p>(101) Local resident, (Oxford, Warnborough Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>To support more cycling ,reduced congestion, safer streets, reduced carbon emissions on path to net zero</p>
<p>(102) Local resident, (Oxford, Wellborne Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>There really isn't enough cycle parking in this supposed "Cycling City" so more is always welcome.</p>
<p>(103) Local resident, (Oxford, Westbury Crescent)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p>

	<p>In order to encourage more people to cycle there needs to be more safe cycle parking. Currently there really isn't enough anywhere.</p> <p>It also needs to be of good quality and ensure there is enough space around the Sheffield stands for people to get bikes in and out. Many people use bikes with wide handle bars and baskets so the spacing should be at least 1.1m and preferably 1.2m as recommended widely. There should also be space for less standard bikes such as tandems, cargo bikes etc.</p>
<p>(104) Local resident, (Oxford, Barton Park)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We need more space for bikes to be secured</p>
<p>(105) Local resident, (Oxford, Brindley Close)</p>	<p>Brasenose Lane – <b>Partially support</b>  Broad Street – <b>Partially support</b>  Ship Street – <b>Partially support</b>  Queens Lane – <b>Partially support</b>  Leopold Street – <b>Partially support</b>  Observatory Street – <b>Partially support</b>  South Parade – <b>Partially support</b></p> <p>I support efforts to improve cycle provision in Oxford. However, I don't really think more cycle parking is the top priority - there is plenty of cycle parking at the moment, the issue is that it is full of abandoned bikes and bikes that seem to use it as permanent parking. These all need to be removed and existing bike parking to be limited to in the day, with e.g. any bikes remaining at 2am removed. A few weeks of this and bike parking would be resolved (including at the train station).</p>

<p>(106) Local resident, (Oxford, Burgess Mead)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Object</b></p> <p>The cycle parking in summertown is required at the southern end. There is much less demand at the north end. We also need far more bike parking at both end of Cornmarket.</p>
<p>(107) Local resident, (Oxford, Burgess Mead)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>We need more cycle parking</p>
<p>(108) Local resident, (Oxford, Frenchay Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>The more facilities for cyclists the better and I believe it is important to prioritise bicycles over cars. Thank you.</p>

<p>(109) Local resident, (Oxford, Leopold Street)</p>	<p>Brasenose Lane – <b>No opinion</b>  Broad Street – <b>Partially support</b>  Ship Street – <b>Partially support</b>  Queens Lane – <b>No opinion</b>  Leopold Street – <b>Object</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>No opinion</b></p> <p>Although I completely understand and agree with support for cycle parking within the busy city centre where car parking is challenging and both workers, locals and visitors can benefit I have some concerns around more residential areas such as the one I live in.</p> <p>One concern is the reduction of car parking, residential areas are mostly flats or terraced houses and largely limited to one parking permit per property. This parking permit is quite an additional expense to rent, council tax which is high in these areas and road tax. It can be challenging to park your vehicle close to home already and to protect your car it is preferable to be able to see it from your property, as in it feels less safe if you have to park on another road. I don't think that we should be losing spaces when it's already challenging to park at times and we are expected to pay this additional cost for a permit.</p> <p>I also worry about increased foot traffic in what is already quite a loud area, Cowley Road attracts lots of people going out drinking and whilst that is absolutely fine (and I enjoy our local pubs too!) there is a bit of an issue with noise and sometimes unsociable behaviour.</p> <p>I also worry that bicycles unfortunately attract crime as in there is sadly quite obviously a huge business in bike theft and I worry that having a hot spot of parked bicycles will encourage individuals who steal bikes to frequent the area, and this may lead to more interest in stealing from cars/properties. As a young woman, this makes me feel uncomfortable particularly as we go into the winter months about witnessing crime and the potential of being targeted.</p> <p>I have said no opinion only where I don't have sufficient knowledge of the road to offer an opinion, I work in the town centre and can see the benefit there, as long as there is consideration of vital bus routes and delivery routes for businesses, but as I have said where I live see concerns.</p>
<p>(110) Local resident, (Oxford, Purcell Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b></p>

	<p>Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Cycle parking provision in Oxford is patchy and frequently totally inadequate. If we want more people to use their bikes we need good parking facilities.</p>
(111) Local resident, (Oxford, Rymers Lane)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Having secure parking will help encourage people to cycle more</p>
(112) Local resident, (Oxford, South Parade)	<p>Brasenose Lane – <b>No objection</b>  Broad Street – <b>No objection</b>  Ship Street – <b>No objection</b>  Queens Lane – <b>No objection</b>  Leopold Street – <b>No objection</b>  Observatory Street – <b>No objection</b>  South Parade – <b>Object</b></p> <p>As a resident on the street, it can already be difficult to park there. Any reduction in permit parking would make it very difficult for residents to park anywhere near their house. This is a very busy street. A better solution may be that you look into the space on the corner of Strathfield Road and South Parade, or that you make the two hour/ resident parking into just residents parking outside 31 S Parade.</p>
(113) Local resident, (Oxford, Southfield Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b></p>



	<p>Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Given the rising bike usage across the City, I support all proposals to increase provision of bike racks. I note that increasingly people are using cargo bikes and that there is a need for racks that are sufficiently spaced to allow for bikes of this kind to park. I am also aware that thieves are now using portable angle grinders to steal bikes, and that some of these thefts are the result of slicing through bike racks which are not robust enough to deter. Finally, I am just back from the Netherlands, where guarded bike parking is routinely provided (free) in key locations such as railway stations and empty city centre shops, often with attached bike workshops; I realise there is probably no funding for such provision at present, but it should be an objective. Please take these points into account when developing future bike parking.</p>
<p>(114) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Oxford still has a general shortage of cycle parking. All of these places are places where the extra parking would be valued and used. They seem to be well positioned and good Sheffield type stands.</p> <ul style="list-style-type: none"> <li>* We support the possible use of stands with a crossbar or similar to avoid locks and bikes slipping down and aid detection with a cane.</li> <li>* We suggest increasing spacing where possible to 1.1 or 1.2m to enable easier two-side parking, especially with luggage bearing cycles.</li> <li>* We suggest signs on the 'outside' racks on the lines of 'Reserved for cargo bikes or tricycles'</li> </ul>
<p>(115) Local resident, (Eynsham, Acre End Street)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b></p>

	<p>Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Space efficiency vs car parking. Environmental benefits</p>
(116) Local resident, (Eynsham, Witney Road)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>I think secure bicycle parking is essential if we are to increase the number of people cycling into Oxford thus reducing other transport use and reducing CO2</p>
(117) Member of public, (Kidlington, Bellenger Way)	<p>Brasenose Lane – <b>Object</b>  Broad Street – <b>Object</b>  Ship Street – <b>Object</b>  Queens Lane – <b>Object</b>  Leopold Street – <b>No opinion</b>  Observatory Street – <b>No opinion</b>  South Parade – <b>Object</b></p> <p>I am visually impaired and have great concerns that even more pavement space will be taken up by the parking spaces for the cycles.</p>
(118) Local resident, (Littlemore, St Nicholas)	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b></p>

	<p>Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>Current provision is inadequate: I can spend longer looking for parking than it takes me to cycle into Oxford!</p>
<p>(119) Local resident,  (Wheatley, Templars  Close)</p>	<p>Brasenose Lane – <b>Support</b>  Broad Street – <b>Support</b>  Ship Street – <b>Support</b>  Queens Lane – <b>Support</b>  Leopold Street – <b>Support</b>  Observatory Street – <b>Support</b>  South Parade – <b>Support</b></p> <p>There is insufficient secure bike parking in the city for the number of bike users</p>
<p>(120) Local resident,  (Oxford, Leopold Street)</p>	<p>Leopold Street – <b>Partially support</b></p> <p>My view is that the proposed cycle parking on Leopold Street would be "in the middle of nowhere" in relation to shops on the Cowley Road (distance is 100m minimum) and Magdalen Road (distance is 200m minimum). People will not lock their bikes in these locations and then walk to the shops. They will only use bike racks that are close to their destination.</p> <p>My experience living in the middle of Leopold Street is that locking of bikes to street furniture on the pavement in Leopold Street (in the section from the Cowley Road to St Mary's Road) has been only an occasional event in relation to the use of street furniture elsewhere. My view is that the cycle racks would be under used in the proposed positions in Leopold Street. My bike in in my courtyard. Others are in front gardens.</p> <p>Can I suggest that to get better value and to put them where they are needed, you move the proposed positions to locate one rack outside the very popular Chaiwala on Cowley Road (the pavement is wide enough, and this will inhibit parking on the pavement if arranged correctly) and one outside The Rusty Bicycle on Magdalen Road (in a car parking bay, but leaving adequate space for HGV deliveries).</p>

	<p>I have no useful comments on locations elsewhere in the city.</p>
<p>(121) Local resident, (Oxford, Observatory Street)</p>	<p><b>Observatory Street – Partially support</b></p> <p>As a senior who cycles I applaud the notion of more secure parking, but I find the logic of the proposal for Observatory street somewhat strange. Where you propose to add this facility is in an area of low need instead of the area of higher need. The section of Observatory St from Woodstock to the lane that runs between Adelaide and Observatory proximate to Walton has a low need for on-street cycle parking. The north side of Observatory St has rear access from Adelaide St and those few of us who do cycle bring our bikes into our yards through Adelaide St so there is no need for parking them on Observatory St. Also there are few cycles parked on the street. Today there is one, yesterday 1, the day before 3 and the day before 1 only. So the demand is low and has been so for some time now.</p> <p>Many homes are occupied by seniors who do not ride cycles. I estimate 35-40% are populated by seniors, like me (but I do ride a cycle as does one of my neighbours. A number of these seniors have some age related malady that prevents them from cycling. However, it does seem apparent that cycle parking would be exceptionally appropriate at the Walton St end of Observatory St close by Branca cafe where cycles are invariably locked to street signs and posts restricting access to the footpath. This short section of Observatory St seems occupied most;ly by vans that are parked all day there and seem to be contractor vans. The footpath in this section of Observatory St is difficult to navigate for citizens, especially those with limited ambulation. So my recommendation is that the plan is good in its essence, just that the location should be moved from a very low need part of Observatory St to an area where the need is high.</p>
<p>(122) Local resident, (Oxford, Observatory Street)</p>	<p><b>Observatory Street – Object</b></p> <p>I am somewhat concerned by your apparently reckless decision to prioritise spend of public money on cycle parking when the traffic calming measures on OS are so clearly ineffective at providing safety for pedestrians, and protection for residents' cars.</p> <p>Over the last few months alone, two residents' cars have been written off and others damaged in 'hit and run' incidents by speeding drivers – I don't believe you have yet installed measures to record speed on OS but from the damage caused these must have been considerable.</p>

	<p>The worry you must have, since both the council and the police have been fully informed of these events, is that on a busy pedestrian and cycle street like OS, these incidents might easily have caused injury or worse to a person. In such an event, the inquiry / media / coroner would surely want to see the safety case analysis you have undertaken which informed your decision to:</p> <ol style="list-style-type: none"> <li>1. fail to improve the clearly ineffective traffic calming</li> <li>2. spend public money on cycle shelters instead of improving traffic calming</li> <li>3. actually encourage more cyclists onto a street which is known to be dangerous.</li> </ol> <p>I am sure that the residents of OS would welcome some response from the council on this matter, aside from the injury risk to visitors and ourselves, we are getting fed up with the apparent disregard from the council to the costs we incur in having our vehicles unnecessarily damaged and destroyed.</p> <p>I apologise if you already have rectification measures in hand, of which I am not aware. Otherwise, please act before the next accident occurs.</p>
<p>(123) Local resident, (Oxford)</p>	<p><b>Observatory Street – Support</b></p> <p>If I have worked out correctly where the Observatory Street cycleparking will be just beyond the turning to Adelaide Street, then this seems to be perfectly alright and won't intrude on car parking as it exists.</p> <p>But there is just one point about cyclists; although Observatory Street is a one way road, so many bicycles come up from Walton Street, and sometimes without lights in the evening. Three years ago I had a truly horrid collision with a bicycle with no lights in the early evening; I wanted to cross the road from my house, saw no traffic was coming down the road, and so attempted to cross over. My back and posture has never really ecovered properly, and although the young man (a Brazilian!) apologised, he still rode the wrong way. My local chemist came to help me as I found it difficult to get up from the road.... Why I am telling you this is simply that we all find it annoying how cyclists come up the wrong way and expect it to be their right to ride as they like, even on those narrow pavements...! Could there not be a sign about forbidding riding up the wrong way, or a suggestion saying 'take care with your cycling'..?</p> <p>I know it is quite challenging to cycle in Oxford, but the cyclists do now think it is their right, and I have even told them to get off the pavement in St. Giles when several people are walking on the pavement. Of course, in a previous generation there would have been a policeman on the street to apprehend such behaviour! Alas no more.....</p>

<p>(124) Local resident, (Oxford, South Parade)</p>	<p><b>South Parade – Object</b></p> <p>While I realise that bicyclists need more places to leave their cycles safely, and the city must become more bicycle oriented, I have a number of objections to the current proposal, but I can also offer alternative solutions.</p> <p>Firstly, I am concerned that South Parade is being used simply as a thoroughfare without any regard to the people who actually live there. I note that the proposal does not effect any other street in the neighbourhood and the top of Stratfield Road, right next to the restaurant, would also provide a suitable place for bicycle railings.</p> <p>As far as South Parade is concerned, there is still space for more railings next to Sainsbury on the corner of Banbury Road and South Parade.</p> <p>There is also ‘dead’ space near the library, in front of the clinic which is completely neglected and usually left unswept. That would be the best place for bicycle railings.</p> <p>There is also currently a double yellow line between number 33/34 South Parade and The North Wall, which is not in front of an entrance from St Edwards. This would also be a very good space for some bicycle railing.</p> <p>Parking for us is already difficult and I fear that taking out 18 metres of parking in this road will make a substantial difference to us and our neighbours. At the very least if you are to proceed with this proposal, we would urge you to extend the spaces for resident parking nearby.</p> <p>This is not just a matter of personal interest. I presume the North Wall will be happy to have bicycle railings nearby their entrance and it already has a double yellow line in front. I presume you would not consider changing the use of that area as it must be used for deliveries and ‘setting-down’.</p> <p>In summary, I have provided you with workable and in my view alternative and better suggestions, particularly in using the dead and neglected space in front of the clinic, and the redundant double yellow line between the two entrances to St Edwards on South Parade (not the one actually in front of North Wall.) Above I would urge you to balance better the needs of local residents and visitors. Currently, the scheme is all weighted to the latter. When I write ‘you’, I do not of course hold you personally responsible, but I hope you will convey our views and suggestions to your colleagues in Oxfordshire County Council.</p>
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**Oxfordshire County Council**  
**Equalities Impact Assessment**

Oxford City Cycle Parking Improvements  
26 September 2024

## Contents

Section 1: Summary details .....	65
Section 2: Detail of proposal.....	66
Section 3: Impact Assessment - Protected Characteristics .....	68
Section 3: Impact Assessment - Additional Community Impacts.....	71
Section 3: Impact Assessment - Additional Wider Impacts.....	72
Section 4: Review .....	73



**Section 1: Summary details**

<b>Directorate and Service Area</b>	Economy and Place
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Proposed on-street pedal cycle parking at various locations in Oxford.
<b>Is this a new or existing function or policy?</b>	Existing
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	Proposal will provide more publicly accessible cycle parking across Oxford, encouraging more people to cycle, and reduce the need for private car ownership. Cycle parking is proposed on-carriageway and will replace car parking. The proposal will make it easier for residents and visitors in Oxford to cycle by providing additional cycle parking capacity.
<b>Completed By</b>	Meg Hopkins, Senior Transport Planner
<b>Authorised By</b>	
<b>Date of Assessment</b>	

**Section 2: Detail of proposal**

<p><b>Context / Background</b> Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Oxford City Council have a CIL funded City Cycling Infrastructure Fund designated for installing new cycle parking across the City. Any cycle parking installed with the fund is required to have community benefit, and therefore needs to be publicly accessible. The City and County Councils have been working collaboratively to identify suitable locations for new publicly accessible parking racks, following the compilation of a list of requests from residents, businesses and local Councillors.</p>
<p><b>Proposals</b> Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>Proposal to amend existing and introduce new on-carriageway cycle parking at various locations within Oxford (Brasenose Lane, Broad Street, Ship Street, Queens Lane, Leopold Street, Observatory Street, South Parade). Proposals for Leopold Street and South Parade will see cycle parking replacing sections of current '2 hour waiting and Permit Holders shared-use' &amp; 'permit holders only' parking bays.</p>
<p><b>Evidence / Intelligence</b> List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>All new cycle parking locations within the proposals have come from requests from members of the public, businesses and Councillors. Requests have been made in areas where additional cycle parking would be beneficial to the community and where current provision of cycle parking is insufficient to meet demands. Each location has been subject to a site visit undertaken by both City and County Council officers to determine suitable positioning of cycle racks. Public consultation has shown significant support for proposals in all locations. A number of comments expressed that there is currently a lack of cycle parking throughout Oxford and more cycle parking is needed. UK Gov 'Decarbonising Transport' plan states mode shift to active transport is cost-effective way of reducing emissions and policies should provide high quality cycling networks with supporting facilities such as parking; UK net-zero strategy states increasing share of trips taken by cycling is essential for carbon, air quality, noise, and congestion benefits; LTN 1/20 states cycle parking must be included in city centres and in sufficient amounts in key destinations with shot-stay parking located on-street rather than in hubs or shelters.</p>

<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Alongside providing additional cycle parking on-carriageway, a number of locations have also been identified where additional cycle parking can be provided on footways. These on-footway proposals have been taken forward separately. Businesses in Oxford that submitted cycle parking requests have also been offered cycle parking through the ParkThatBike scheme to provide cycle parking on their own properties rather than on public highway.</p> <p>No other alternatives have been considered at this time.</p>
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**Section 3: Impact Assessment - Protected Characteristics**

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Age</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Cycle parking will be publicly accessible and the proposed racks will be Bilton Style Sheffield stands with an additional horizontal bar, allowing smaller bicycles that often belong to children to be locked to the racks	N/A	N/A	N/A
<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Currently there is a lack of cycle parking available across Oxford, resulting in bicycles being abandoned or locked untidily on lampposts/signposts/drainpipes, obstructing footways and presenting trip hazards to blind or partially sighted individuals. Some people with disabilities may benefit from cycling and having space to park a non-standard cycle. The end rack of each set of cycle parking should have sufficient room to accommodate non-standard and cargo bicycles	N/A	N/A	N/A
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A

<b>Pregnancy &amp; Maternity</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pregnant women or those with young children and using buggies or prams may experience similar concerns as raised by disabled groups in relation to poorly parked bicycles blocking footways. The provision of additional cycle parking could improve and reduce the number of abandoned and poorly parked bicycles	N/A	N/A	N/A
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Sex</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A

**Section 3: Impact Assessment - Additional Community Impacts**

<b>Additional community impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner (*Job Title, Organisation)</b>	<b>Timescale and monitoring arrangements</b>
<b>Rural communities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People living in rural communities are potentially more reliant on using the car or bus. By providing more cycle parking across Oxford, it may open opportunities to those who may not have previously cycled into Oxford if the cycle parking is conveniently located for them	N/A	N/A	N/A
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Carers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Areas of deprivation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People living in deprived areas in Oxford will be able to make use of the new cycle parking as it will be publicly accessible. For those without access to a car, cycling offers a cost-effective alternative travel mode and providing more cycle parking opens up more opportunities to cycle.	N/A	N/A	N/A

**Section 3: Impact Assessment - Additional Wider Impacts**

<b>Additional Wider Impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of Impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner* (*Job Title, Organisation)</b>	<b>Timescale and monitoring arrangements</b>
<b>Staff</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Other Council Services</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Potential slight loss of revenue from loss of car parking spaces	No actions identified	N/A	N/A
<b>Providers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific risks or opportunities identified	N/A	N/A	N/A
<b>Social Value <sup>1</sup></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Providing additional cycle parking in Oxford might create new opportunities for more residents and visitors to cycle, potentially switching their mode of transport to a more sustainable mode. This would have positive environmental and health benefits	N/A	N/A	N/A

<sup>1</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area



**Section 4: Review**

**Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.**

<b>Review Date</b>	
<b>Person Responsible for Review</b>	
<b>Authorised By</b>	