

Divisions Affected – *Bartlemas; Isis; Parks*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

22 January 2026

OXFORD: EAST OXFORD CPZ – PROPOSED PARKING RESTRICTION AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the proposed new Cycle parking bay and amendment of existing Permit Holders parking bay to Shared-use parking (Permit holders & non-permit holders in Bath Street, as advertised.**
- (b) Approve the proposed new Permit Holder parking bay and amendment of existing Permit Holders parking bay to Shared-use parking (Permit holders & non-permit holders) in Cave Street, as advertised.**
- (c) Approve the proposed parking bay and yellow line changes in Jeune Street, as advertised.**
- (d) Approve the proposed extension of existing Short-stay parking bays in Leon Close, as advertised.**
- (e) Approve the proposed extension of the existing Shared-use parking bay near No.39, and the proposed new Shared-use parking bay near No.30 in Nye Bevan Close, as advertised.**
- (f) Approve the proposed new Cycle parking bay in York Place, as advertised.**
- (g) Approve the amendment of the existing Permit Holders Parking to Shared-use parking (Permit holders & non-permit holders in Boulter Street, as advertised.**
- (h) Defer a decision on the proposed new Cycle Parking Bay in Boulter Street.**
- (i) Not approve/withdraw the proposed extension of an existing short stay parking bay in Caroline Street.**

- (j) **Not approve/withdraw the proposed new Shared-use parking bay outside Nos.1-4 Nye Bevan Close.**
- (k) **Not approve/withdraw the proposed new Shared-use parking bay in York Place.**

Executive Summary

- 2. This report outlines proposed changes to the East Oxford CPZ as a result a holistic review to deal with some challenges and inconsistencies in respect of safety, ability to robustly enforce, and road space allocations.
- 3. The delivery of this can be done relatively promptly to provide some immediate benefit in advance of a wider review of CPZ policy and associated schemes - which it is acknowledged needs to be undertaken. The ideal time to do this would be subsequent to a central government ban on pavement parking, who recently advised in their response to the 2020 consultation, that they would be looking to amend primary legislation and develop regulatory framework at the next available opportunity.
- 4. In addition, the government have confirmed that *'our next steps will focus on delivering swift and precise work to develop powers which will enable local transport authorities to prohibit pavement parking in their areas'*. Whilst this is in development, inclusion within the councils Kerbside Strategy which is also in development, will be explored and would consider potential wider changes to CPZ schemes.'

Background

- 5. Since the early 1990's, controlled parking zones have been used across Oxford as a vital tool for managing parking demand and acting as a deterrent for commuter parking.
- 6. Historically amendments to parking restrictions within zones has been piecemeal, either through development funded changes or through transport projects that only impact part of a CPZ (e.g. LTNs). However, to ensure that they remain safe and operational and continue to deliver the benefits to local communities, it is important that periodically they are reviewed to take into consideration changes in user demand, emerging transport policies and wider impacts of development within an area.
- 7. Following a prioritization exercise, the County Council presented a proposal to Oxford City Council to secure the release of Community Infrastructure Funding (CIL) for the review of 7 existing Controlled Parking Zones (CPZs) within the Oxford City Boundary, including East Oxford. At the Oxford City cabinet meeting on 11th December 2024, a decision was made to approve the release of

£358,080 from CIL to process the reviews and associated works for the identified zones.

8. The East Oxford Controlled Parking Zone (CPZ) was first introduced by Oxford City Council in 1998, and has therefore been in operation for close to 30 years. Although some modifications have been made over time, as noted in paragraph 3, these have largely been ad hoc or linked to other transport initiatives. By securing CIL funding for this review it will enable us to address immediate concerns around safety, being able to enforce properly, due to correct lining and signage being present and the effective operation of the zone in response to current pressures and complaints.
9. In addition to any required Traffic Regulation Order (TRO) amendments within the zone, the project will include a review of existing road markings and signage across the zone. This will ensure that faded lines are refreshed and any missing or damaged signs are replaced, supporting effective enforcement of the restrictions. These signage and lining changes, do not need a CMD decision, but do make up a large part of this shorter-term solution.
10. An informal consultation with residents was carried out in June & July 2025, which aimed at gathering opinions and feedback on changes or improvements that they would like to see. Proposals have been developed taking into account this public feedback, historic requests and input from other County Council teams. The reviews seek to address parking concerns on an area-wide basis, with the view to improving the performance of parking restrictions across the locality.
11. Officers have also worked with the local County Councillors on the proposals for the East Oxford CPZ, which have been designed to help improve road safety, parking provision and cycle facilities, whilst also seeking to remove those restrictions which have been identified as being redundant given alternatives in the area.
12. This report presents responses received to the statutory consultation on proposed amendments to the existing East Oxford Controlled Parking Zone (CPZ) which includes various proposals to implement new or amend existing permit holders and/or short stay parking bays and implement new cycle parking provision, as shown in **Annexes 1 to 8**.

Corporate Policies and Priorities

13. The project to propose amendments to the existing parking controls in the East Oxford CPZ will help to; Prioritise the health and wellbeing of residents, put action to address the climate emergency at the heart of our work, invest in an inclusive, integrated and sustainable transport network and play our part in a vibrant and participatory local democracy.

Financial Implications

14. Funding for consultation (and all other aspects associated with amending the relevant Traffic Regulation Orders) and any agreed associated works for the identified zones has been provided by City Council's Community Infrastructure Levy (CIL). There are no risks or pressures on existing council budgets or resources.

Legal Implications

15. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
16. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

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Staff Implications

17. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from 'TRO & Schemes' teams as part of their regular day-to-day duties. Additional resources have been brought in to deliver the project, these resources are being funded through CIL allocations and there are no pressures or resource implications for existing teams.

Equality & Inclusion Implications

18. Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid residential permit. The proposals do however have a positive impact and have been designed to support vulnerable users by ensuring that parking and transport options meet the diverse needs of the community. The council acknowledges that some residents and visitors may not be able to use cycling or micromobility alternatives, so the changes aim to provide accessible solutions for everyone.
19. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject

to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised current blue badge.

20. A full equality impact assessment has been undertaken and can be viewed in **Annex 10**.

Sustainability Implications

21. Following feedback from the informal consultation and County Councillors, the proposals will provide additional (new) parking capacity (for up to approx. 16 vehicles) for residential permit holders and visitors parking in the zone, improve road safety and increase the cycle parking provision for cyclists. The proposed additional parking space represents an increase of approximately 2.2% based on the current total of 737 spaces. This seeks to balance transport policy objectives with practical measures that enhance safety, including the provision of additional parking spaces in appropriate locations and cycle parking, to ensure that the needs of all users are met and that no group is disproportionately disadvantaged.

Risk Management

22. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified.

Formal Consultation

23. Formal consultation was carried out between 23 October and 21 November 2025. 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, relevant local City Cllrs, and the local County Councillor representing the Headington & Quarry divisions.
24. Letters were also sent directly to approximately 605 properties in the area, and public notices were also placed on site in the vicinity of the proposed amendments.
25. During the course of the formal consultation, 99 responses were received via the online survey, with 53 of those stating that they live within the CPZ boundary (53.5%), and 46 outside (46.5%) – these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
Bath Street	54	7	14	24
Boulter Street	28	36	14	21
Caroline Street	52	5	10	32
Cave Street	55	6	9	29
Jeune Street	21	37	17	24
Leon Close	56	6	10	27
Nye Bevan Close	57	5	9	28
York Place	22	36	13	28

26. Additionally, a further 12 emails were received directly – with Thames Valley Police not objecting, and a combined response from ‘Oxfordshire Liveable Streets’ & ‘CycloX’ submitting objections (as shown in **Annex 11**). The remaining responses were from local residents in the affected locations, with six objections, two raising concerns, and one either objecting or partially supporting depending on the specific location.
27. The full responses are shown in **Annex 9**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

a) General feedback to the proposals:

28. Key themes and comments from respondents:
29. **Opposition to Increased Car Parking** – Many respondents object to proposals that increase car parking, especially short-stay/shared use bays for non-residents. Respondents have concerns that this will:
- Encourage more driving into residential streets.
 - Increase traffic movements, congestion, and pollution.
 - Reduce road safety for pedestrians and cyclists.
 - Conflict with Oxfordshire County Council’s stated goals to reduce car use and promote active travel
30. **Concerns About Loss of Resident Parking** – Residents in streets like Bath Street, Boulter Street, Nye Bevan Close, and Leon Close express concern about losing resident-only parking to shared use or visitor bays. This is seen as

making it harder for residents (including those with mobility needs or young children) to park near their homes.

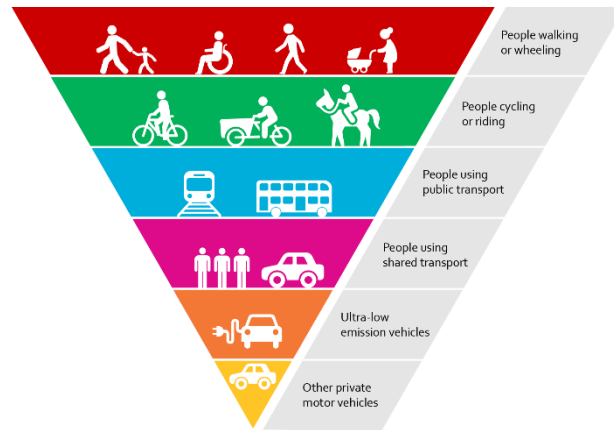
31. **Road Safety and Access Issues** – There are concerns that increased car parking and traffic movements are seen as threats to road safety, especially for vulnerable users (children, elderly, cyclists). Specific concerns about driveway access being blocked by new parking bays, particularly in Nye Bevan Close and Leon Close.
32. **Policy Consistency** – Many respondents cited Oxfordshire's Local Transport and Connectivity Plan (LTCP) and Central Oxfordshire Travel Plan (COTP), arguing the proposals contradict policies to reduce car trips, prioritize active travel, and improve public transport.
33. **Enforcement and Existing Signage** – Respondents have cited concerns about a lack of parking enforcement, leading to overstaying and illegal parking and some requests for better signage and clearer marking of parking restrictions.
34. **Support for a Balanced Approach** – A minority of respondents support increased car parking for visitors, citing needs for elderly/disabled access, business patronage, and fairness to car owners. Some support flexible parking arrangements to accommodate both residents and visitors.
35. **Support for More Cycle Parking** – There is strong support for additional cycle parking, especially Sheffield stands and secure options for residents and visitors, with many feeling that the current cycle parking is insufficient, leading to bikes being locked to street furniture and obstructing pavements.
36. **Suggestions for Alternative Uses of Kerbside Space** – Some respondents have suggested that the kerbside space to be used for:
 - Cycle parking (including hire bikes/scooters)
 - Car club bays
 - Parklets, seating, street trees, rain gardens
 - Improved public realm and accessibility
37. Overall, opinions mostly oppose increased car parking in East Oxford, with some support for proposals that offer a balance between all road space users, but there are a significant number of objections, particularly where parking spaces are being increased or amended to shared use.

b) Officer's response and breakdown of each proposal:

38. The primary objective of this CPZ review has been to ensure that the designated zones remain safe, operational and enforceable. The scope of the project includes:
 - A comprehensive review of parking restrictions, Traffic Regulation Orders (TROs), signage, and road markings within the designated zones.

- Identification of opportunities to introduce alternative parking provisions, including facilities for cycles, scooters, and car clubs.
 - Engagement with internal teams to identify synergies with other ongoing projects.
 - Implementation of decluttering measures to enhance the street scene.
 - Trials of new restriction types, including those applicable to permit holders.
39. The proposals arising from the CPZ review incorporates a range of measures, such as the re-designation of certain existing spaces, a small increase in permit parking spaces, the introduction of new cycle parking facilities in Bath Street and York Place, and the adjustment or reduction of parking spaces where necessary in response to residents' concerns. The proposals take into account the needs of different users, and the County Council recognises that not all residents can use cycling or micromobility options.
40. An initial officer review of the zone assessed the purpose and effectiveness of current restrictions and identified yellow lines that do not contribute to road safety and areas where changes can be made. Within a CPZ, all kerbside space must be subject to some form of restriction. Consequently, these areas were re-designated for alternative uses.
41. In undertaking this work, officers considered the needs of all permit holders, visitors, local businesses, and cyclists, alongside feedback received from residents and the County Councillor during the informal consultation and design process. This process resulted in the creation of a small number of new parking spaces in selected locations, the redesignation of some existing parking spaces and the introduction of new cycle parking bays. The proposals consider the needs of different users, and the council recognises that not all residents can use cycling or hire e-scooter and e-bike options. As outlined in the Oxfordshire County Council Network Management Plan 2023–2028 under the Parking Management section:
- “Our parking policy will support and link in with the ambitious transport goals by managing kerbside space fairly to ensure a balance is maintained between supporting the vitality of local businesses and catering for resident and visitor parking.”*
42. The advertised proposals for the East Oxford CPZ review reflect these objectives and align with wider transport policies, including the Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP).
43. While the addition of new spaces does not conflict with policy—given that LTCP's hierarchy is to cater for active travel and public transport in the first instance and a focus on reducing car journeys and prioritising the removal of parking on key cycling routes—it is essential to ensure that proposed changes do not disproportionately benefit or disadvantage any group.
44. The County Council is committed to implementing measures that reflect the authority's priority for road users, as illustrated in the diagram below. As part of

the project to review controlled parking zones within the City, officers have collaborated with various teams across the service to identify opportunities to incorporate improvements for active travel within the proposals. This work has included assessing potential needs and demands linked to other projects, as outlined in paragraphs 44 and 45.



45. To address this, officers of this report have worked with Transport Planning colleagues to explore whether some of the spaces consulted on as part of this CPZ review could be reallocated for cycle parking and/or micromobility options such as hire e-bike and hire e-scooter parking as a part of their ongoing Transport and Mobility projects.
46. It should also be noted that whilst there is a desire to remove vehicle numbers on Oxfordshire roads, it is recognised that cars will still continue to make up the largest percentage of road users, so ensuring there are places to park vehicles on the carriageway is essential to allow for the safety of all road users.
47. Separately, the county council is undertaking a study to identify additional cycle and micromobility parking bays across Oxford city, including on carriageway. Parking spaces initially identified for potential cycle or micromobility parking through the review of the East Oxford CPZ will be considered further as part of this study, along with other potential locations, and will also be used to inform the review of other CPZs as they come forward. More generally, the study will provide a pipeline of cycle and micromobility parking locations that can be implemented when funding becomes available and subject to separate consultation. The study is expected to conclude in early April 2026.
48. The micromobility and cycle parking projects referenced above are at different stages of development and subject to separate funding streams and constraints. Factors such as demand, security, and road safety will also influence decisions regarding the final use of individual spaces. The locations identified within these advertised proposals will therefore either need to be deferred or withdrawn to allow further investigations by the relevant teams and operators, including the requirement for re-consultation on any future proposals.
49. In addition to the ongoing investigations into cycle parking and micromobility provision within the East Oxford zone, and following feedback requesting

additional Car Club bays, officers have engaged with Co-Wheels to identify suitable locations across several CPZs in the City. For the wider East Oxford area, two proposed locations in James Street and Leopold Street have been identified. Any finalised and agreed proposals will be progressed under a separate project, anticipated to take place during Spring/Summer 2026.

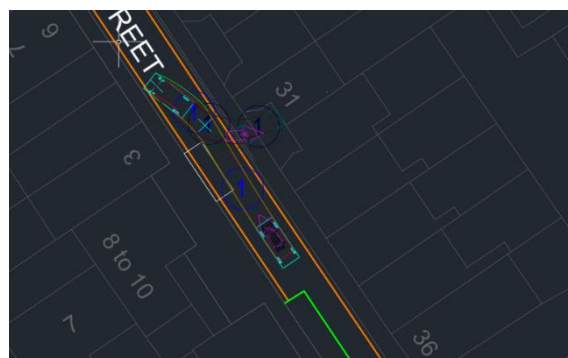
50. Over the past few years, Low Traffic Neighbourhoods (LTNs) and 'Quickway' cycle routes have been introduced in East Oxford as part of the County Council's transport strategies, including the Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP).
51. These initiatives are essential for reducing congestion, improving air quality, and creating safer residential streets for walking, wheeling, and cycling. However, their implementation has required the removal of several residential and visitor parking spaces. While some spaces were relocated during the works, the overall reduction has placed additional pressure on certain roads within the East Oxford Controlled Parking Zone (CPZ).
52. Officers have reviewed the approximate number of parking spaces within the East Oxford zone and compared this against the number of proposed spaces. The proposals outlined in this report would increase the allocation of parking spaces by 16, which represents an increase of approximately 2.2% based on the current total of 737 spaces.
53. The East Oxford area generally experiences high parking demand. Following the loss of parking spaces associated with the introduction of the LTN and 'Quickway' schemes, this pressure often results in contraventions such as double parking, parking on double yellow lines, or on footways. These practices can create safety hazards and cause obstruction, particularly for emergency vehicles, cyclists, and pedestrians.
54. While enforcement helps address these issues, it cannot be maintained continuously. It has been noted where concerns are raised over enforcement, and we have instructed our enforcement officers to visit the sites. Effective kerbside management therefore plays a crucial role in improving compliance and reducing complaints about insufficient enforcement. The proposals seek to address some of these challenges by introducing and increasing parking provision where appropriate.
55. Permit allocation or varying permit types helps play a part in the management of CPZ's and associated road space allocation, but this would need to be considered as part of strategic review of the current CPZ policy which is a much bigger and different piece of work with significant implications that would need to be considered.
56. It is planned to consider this as part of the kerbside management strategy which is being developed and will potentially be part of this project if appropriate.
57. When designing parking schemes, it is essential to consider the safety and wellbeing of all users and vulnerable individuals, especially those with protected

characteristics. In this case this is particularly true for disabled users, those users that fall under the age category (i.e. the elderly and children) and women. Feedback from residents has highlighted concerns regarding the need to walk significant distances from available parking spaces on the street to their homes, particularly during hours of darkness. Such circumstances can increase feelings of vulnerability and personal risk. These concerns are not only rooted in actual experiences of harassment and violence but are also shaped by perceptions of risk, which significantly influence travel behaviour and mode choice.

58. Evidence indicates that many women and vulnerable individuals may avoid sustainable modes such as cycling or walking, especially after dark, due to inadequate lighting, lack of secure infrastructure, and previous experiences of anti-social behaviour or harassment. To address these concerns, the proposals seek to balance transport policy objectives with practical measures that enhance safety, including the provision of additional parking spaces in appropriate locations and secure cycle parking, to ensure that the needs of all users are met and that no group is disproportionately disadvantaged.

Bath Street (Southwest side):

59. Proposed cycle parking bay – This bay has been proposed in response to Councillor feedback during the preliminary design stage of the wider CPZ review over the lack of proposed cycle parking bays forming part of the East Oxford CPZ review. Officers have therefore proposed to implement a 5-metre cycle parking bay near No.3. Some concern has been raised regarding the impact this will have on the use of a driveway opposite the proposed bay.
60. Considering this Officers have used tracking software to check vehicle movements in and out of the access, which have resulted in no impact being identified. The cycle bay would be marked with the appropriate white bay markings and legend such as 'cycles' and would use Sheffield stands within the space for cyclist to secure their bicycles against. Approval of the cycle parking bay is therefore recommended by officers.



61. Proposed shared use parking bay (currently permit holders only) – The change of use of this bay has been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay parking availability across the East Oxford area. Whilst objections have been raised over the loss of parking for residential

permit holders, the shared use parking spaces will serve both residents and a limited group of users such as shoppers, carers, or tradespeople who may not have access to visitor permits.

62. A review of the current permit uptake has formed part of the investigations carried out by officers. This has shown that there are more parking bays in Bath Street than the number of permit holders and therefore the proposed change of use from permit holders only to shared use should not adversely affect residents and their parking availability. Approval of the shared use parking bay for permits holders and non-permits holders is therefore recommended by officers.

Boulter Street:

63. Proposed cycle parking bay - This bay has been proposed in response to feedback from the informal consultation with residents & businesses, and inventory investigations by officers during the design stages looking at the current provision of cycle parking within the East Oxford CPZ. Following a review of feedback from internal County Council teams and investigation by officers, this bay has been identified as a future micromobility parking space for e-bikes and e-scooters. Officers therefore recommend that this proposal is deferred to allow for the kerbside space to be utilised as cycle or micromobility parking in the future under a separate project.
64. Proposed shared use parking bay (currently permit holders only) - The change of use of this bay has been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay parking availability across the East Oxford area. Whilst objections have been raised over the loss of parking for residential permit holders, the shared use parking spaces will serve both residents and a limited group of users such as shoppers, carers, or tradespeople who may not have access to visitor permits. The aim is to maintain a fair balance between spaces available for shared use and those reserved exclusively for permit holders.
65. A review of the current permit uptake has formed part of the investigations carried out by officers. This has shown that there are more parking bays in Boulter Street than the number of permit holders and therefore the proposed change of use from permit holders only to shared use should not adversely affect residents and their parking availability. Approval of the shared use parking bay for permits holders and non-permits holders is therefore recommended by officers.

Caroline Street (West side):

66. Proposed extension of existing short stay parking bay – The small extension of this bay has been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay parking availability across the East Oxford area. Officers identified an existing yellow line which do not offer any benefits in terms of road safety through the review of the existing restrictions. However, following further

review of the feedback from the consultation, officer recommendation would be to withdraw this proposed extension.

67. The space could be utilised in the future by either micromobility or cycle parking location, subject to further investigation and demand from providers.

Cave Street:

68. Proposed permit holder bay – This new permit holders bay has been proposed following feedback from the informal consultation conducted with residents & businesses and following Officers identification of existing yellow lines which do not offer any benefits in terms of road safety through the review of the existing restrictions. The initial decision had been to remove these yellow lines and allocate space for permit holders only, but following concerns raised by local members, Officers have discussed the possible use of the space as either a cycle parking or micromobility parking space, subject to demand from providers.
69. It is recommended to approve the proposal of a permit holders only parking space with a view that space can be repurposed for alternative use by cycle or hire e-bike or hire e-scooter parking space in future.
70. Proposed shared use parking bay (currently permit holders only) - The change of use of this bay has been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay parking availability across the East Oxford area. Whilst wider objections have been raised over the loss of parking for residential permit holders, the shared use parking spaces will serve both residents and a limited group of users such as shoppers, carers, or tradespeople who may not have access to visitor permits. The aim is to maintain a fair balance between spaces available for shared use and those reserved exclusively for permit holders.
71. An additional objection raised concern over 'living space' in front of the terraced properties. The bay is already in existence and is on the public highway and as a result this proposed change is not expected to have any impact on resident's private property. Approval of the shared use parking bay for permits holders and non-permits holders is therefore recommended by Officers.

Jeune Street:

72. Proposed parking bay and yellow line layout changes – These changes have been proposed following concerns raised by residents to County Officers, that the current parking arrangements around the LTN site were causing vehicles to reverse and turn around at the closure point resulting in the damage of a wall. Considering this, a proposal has been drawn up to amend the layout of the parking bays and yellow lines to ensure that vehicles can safely manoeuvre at this point. Officers have used tracking software during the redesign of this area, and it is therefore recommended that this proposal is approved for implementation.

Leon Close (East side):

73. Proposed extension of existing short stay parking bays – The extension of these two existing short stay parking bays (to provide an additional space for 5 vehicles) has been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay parking availability across the East Oxford area. Officers identified existing yellow lines which do not offer any benefits in terms of road safety through the review of the existing restrictions.
74. Whilst objections raise concerns over lack of parking enforcement, an increase in traffic flow and potential environmental issues from public parking, the extension of the existing bays are not intended for all-day parking and are unlikely to cause a significant increase of environmental issues to the area and should not cause any significant impact on road safety or increase traffic volume. In terms of existing parking enforcement will be raised with our parking services team prior to implementation. It is therefore recommended that this proposal is approved for implementation.

Nye Bevan Close:

75. Proposed extension or introduction of new shared use parking bays – These changes have been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay parking availability across the East Oxford area. Local objections raise concern over the proposed new shared use parking bay outside property Nos.1-4 citing that implementation of this bay will make it difficult for residents on the opposite side of the road to enter and exit their driveways. Officers have reviewed the proposals for this location further following the feedback received, and it is therefore recommended to withdraw the introduction of a new parking bay outside No.1-4 Nye Bevan Close.
76. The proposed 5 metre extension of the existing shared use parking bay near No.39 and the proposed new 10 metre shared use parking bay near No.30 are however recommended for approval.

York Place:

77. Proposed new shared use parking bay – This new bay has been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay parking availability across the East Oxford area.
78. Whilst wider objections have been raised over the increase of parking availability for car users and that this type of proposal does not follow County Council policy, the aim of the new proposed shared use bay is to maintain a fair balance between spaces available for shared use and those reserved exclusively for permit holders. However following further consideration and review of the feedback from York Place residents association regarding

concerns about vehicle movements and turning in the turning head, Officers recommendation would be to withdraw this proposal.

79. Proposed new cycle parking bay - This bay has been proposed in response to Councillor feedback during the preliminary design stage of the wider CPZ review over the lack of proposed cycle parking bays forming part of the East Oxford CPZ review. The cycle bay would be marked with the appropriate white bay markings and legend such as 'cycles' and would use Sheffield stands within the space for cyclist to secure their bicycles against Officers have therefore proposed to implement a 5-metre cycle parking bay. Overall, respondents are generally supportive of increasing cycling provision. Approval of the cycle parking bay is therefore recommended by Officers.
80. As is usual practice with parking proposals and scheme changes, the County Council will monitor the impacts on all protected characteristics, women and vulnerable groups including collecting feedback from residents and stakeholders, and adapting the scheme as needed post-implementation.

Paul Fermer
Director of Environment and Highways

Annex(es):	Annexes 1-8: Consultation plans Annex 9: Consultation responses Annex 10: Equalities Impact Assessment (EQIA) Annex 11 (<i>separate document</i>): 'Oxfordshire Liveable Streets' & 'Cyclox' response
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	James Whiting (Team Leader – TRO & Schemes) Vicki Neville (Senior Officer – TRO & Schemes) Jennifer Yeboah (Senior Officer - TRO & Schemes)

January 2026

Drawing No. PRD/2025/TRO/009

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KEY

Existing Double yellow lines (No Waiting at anytime)

Existing single yellow lines

Existing loading restrictions

Existing waiting/loading restrictions to be altered

Existing Disabled bay

Existing shared use/short stay parking

Existing Permit Holder Bays

Existing bus cage

Existing Taxi rank

Proposed Disabled Bay

Proposed Double yellow line

Proposed No Loading at anytime

Existing Permit Holder bay to be converted to shared use bay

Proposed Parking spaces

Proposed Cycle/Motorcycle Parking

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION

(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING

(ENTER 'NONE' IF APPLICABLE)

USE

(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION

(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

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Project title

2025 Parking Review
East Oxford CPZ Area
New Parking Schemes

Drawing title

Bath Street
Proposed Parking Changes
TRO Consultation drawing

Drawing Status- TRO Consultation

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 19/09/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision
PRD/2025/TRO/009	0

P:\2. Network Management\Parking Control\SCHEMES & MAINTENANCE\1. Oxford City\1. Live Projects\25.28 CPZ reviews\EAST OXFORD\CAD files\TRO Drawings.dwg

Drawing No. PRD/2025/TRO/008

1 of 1

KEY

Existing Double yellow lines (No Waiting at anytime)

Existing single yellow lines

Existing loading restrictions

Existing waiting/loading restrictions to be altered

Existing Disabled bay

Existing shared use/short stay parking

Existing Permit Holder Bays

Existing bus cage

Existing Taxi rank

Proposed Disabled Bay

Proposed Double yellow line

Proposed No Loading at anytime

Existing Permit Holder bay to be converted to shared use bay

Proposed Parking spaces

Proposed Cycle/Motorcycle Parking

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION

(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING

(ENTER 'NONE' IF APPLICABLE)

USE

(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION

(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE
COUNTY COUNCIL

Paul Ferner
Director of
Environment & Highways
Oxfordshire County Council
County Hall
New Road
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Tel: 01865 310 1111

Project title

2025 Parking Review
East Oxford CPZ Area
New Parking Schemes

Drawing title

Boulter Street
Proposed Parking Changes
TRO Consultation drawing

Drawing Status- TRO Consultation

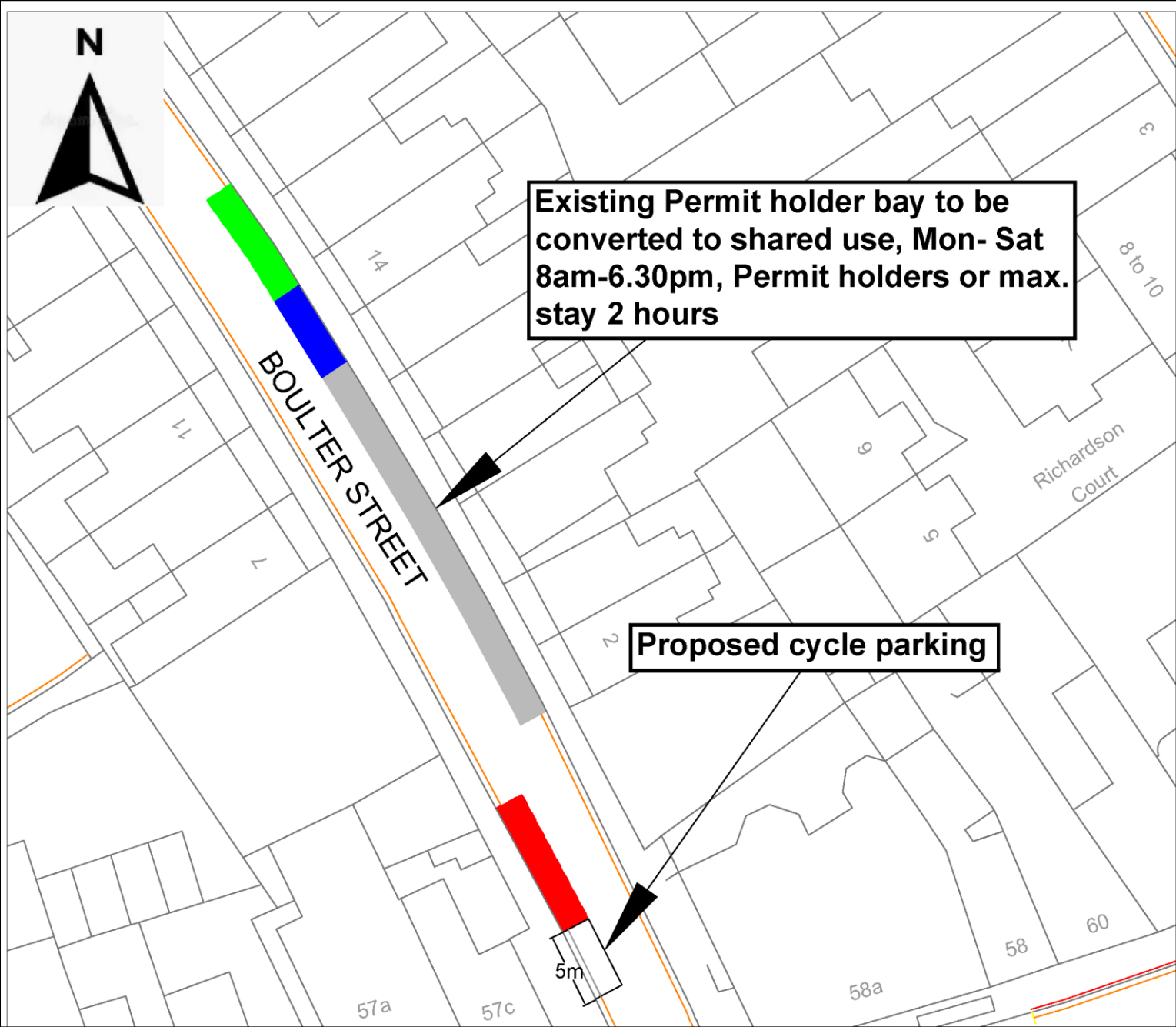
Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:250	Date drawn- 19/09/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/008

Revision 0

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Drawing No.
PRD/2025/TRO/007
1

KEY

- Existing Double yellow lines (No Waiting at anytime)
- Existing single yellow lines
- Existing loading restrictions
- Existing waiting/loading restrictions to be altered
- Existing Disabled bay
- Existing shared use/short stay parking
- Existing Permit Holder Bays
- Existing bus cage
- Existing Taxi rank
- Proposed Disabled Bay
- Proposed Double yellow line
- Proposed No Loading at anytime
- Existing Permit Holder bay to be converted to shared use bay
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MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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Project title

2025 Parking Review
East Oxford CPZ Area
New Parking Schemes

Drawing title

Caroline Street
Proposed Parking Changes
TRO Consultation drawing

Drawing Status- TRO Consultation

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 19/09/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	PRD/2025/TRO/007	Revision	1
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Drawing No.
PRD/2025/TRO/010
0

KEY

- Existing Double yellow lines (No Waiting at anytime)
- Existing single yellow lines
- Existing loading restrictions
- Existing waiting/loading restrictions to be altered
- Existing Disabled bay
- Existing shared use/short stay parking
- Existing Permit Holder Bays
- Existing bus cage
- Existing Taxi rank
- Proposed Disabled Bay
- Proposed Double yellow line
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- Proposed Cycle/Motorcycle Parking

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CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Project title

2025 Parking Review
East Oxford CPZ Area
New Parking Schemes

Drawing title

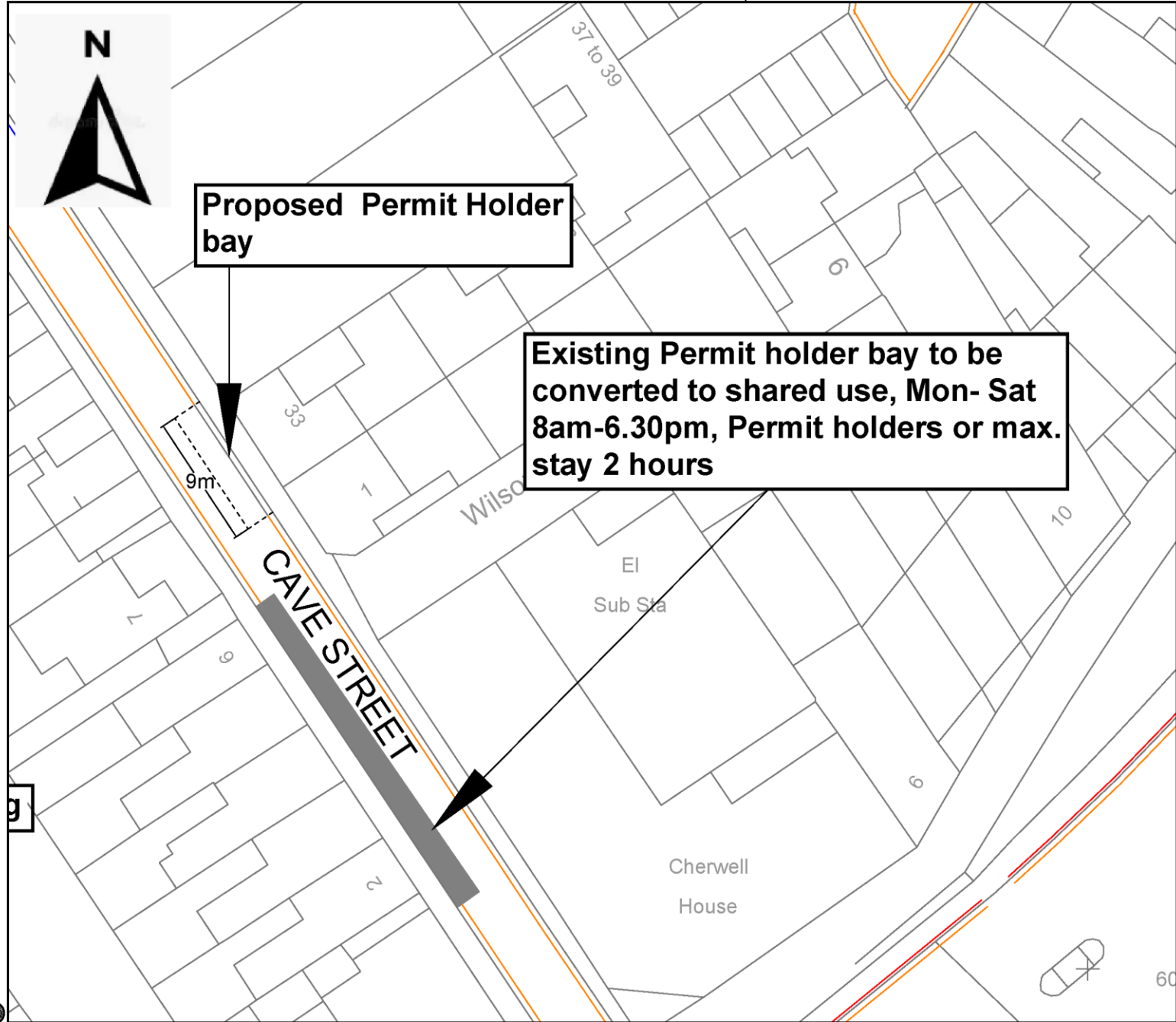
Cave Street
Proposed Parking Changes
TRO Consultation drawing

Drawing Status- TRO Consultation

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:250	Date drawn- 19/09/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision
PRD/2025/TRO/010	0



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Drawing No.

PRD/2025/TRO/025

v1

KEY

Existing double yellow lines

Proposed new double yellow lines

Proposed removal of double yellow lines

Existing parking bay

Proposed new dual use parking bay - permits holders or 1 hour

Proposed removal of existing parking bay

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION

(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING

(ENTER 'NONE' IF APPLICABLE)

USE


(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION

(ENTER 'NONE' IF APPLICABLE)

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OXFORDSHIRE
COUNTY COUNCIL

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Project title

Parking Restrictions
Oxford City
2025-2026

Drawing title

Proposed parking layout change
Jeune Street
Oxford

Drawing Status

Construction

Scale @ A4

1:500

Drawn by

VN

Checked by

JW

Approved by

JW

Date drawn

05.05.25

Date checked

Date approved

Oxfordshire Project No. & File Ref.

Drawing No.

PRD/2025/TRO/025

Revision

v1

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Drawing No. PRD/2025/TRO/012
1

KEY

- Existing Double yellow lines (No Waiting at anytime)
- Existing angle yellow lines
- Existing loading restrictions
- Existing waiting/loading restrictions to be altered
- Existing Disabled bay
- Existing shared use/short stay parking
- Existing Permit Holder Bays
- Existing bus cage
- Existing Taxi rank
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- Proposed Double yellow line
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- Proposed Cycle/Motorcycle Parking

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USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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Paul Ferner
Director of Environment & Highways
Oxfordshire County Council
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New Road
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Tel: 01865 310 1111

Project title

2025 Parking Review
East Oxford CPZ Area
New Parking Schemes

Drawing title

Leon Close
Proposed Parking Changes
TRO Consultation drawing

Drawing Status- TRO Consultation

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 19/09/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	PRD/2025/TRO/012	Revision	1
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Existing Short stay (Mon- Sat, 8am -6.30pm, max stay 1 hour) parking bay to be extended

Existing Short stay (Mon- Sat, 8am -6.30pm, max stay 2 hours) parking bay to be extended

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Drawing No. PRD/2025/TRO/011

U

KEY

Existing Double yellow lines (No Waiting at anytime)

Existing single yellow lines

Existing loading restrictions

Existing waiting/loading restrictions to be altered

Existing Disabled bay

Existing shared use/short stay parking

Existing Permit Holder Bays

Existing bus cage

Existing Taxi rank

Proposed Disabled Bay

Proposed Double yellow line

Proposed No Loading at anytime

Existing Permit Holder bay to be converted to shared use bay

Proposed Parking spaces

Proposed Cycle/Motorcycle Parking

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CONSTRUCTION

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MAINTENANCE/CLEANING

(ENTER 'NONE' IF APPLICABLE)

USE

(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION

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OXFORDSHIRE COUNTY COUNCIL

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Oxfordshire County Council

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Tel: 01845 310 1111

Project title

2025 Parking Review

East Oxford CPZ Area

New Parking Schemes

Drawing title

Nye Bevan Close

Proposed Parking Changes

TRO Consultation drawing

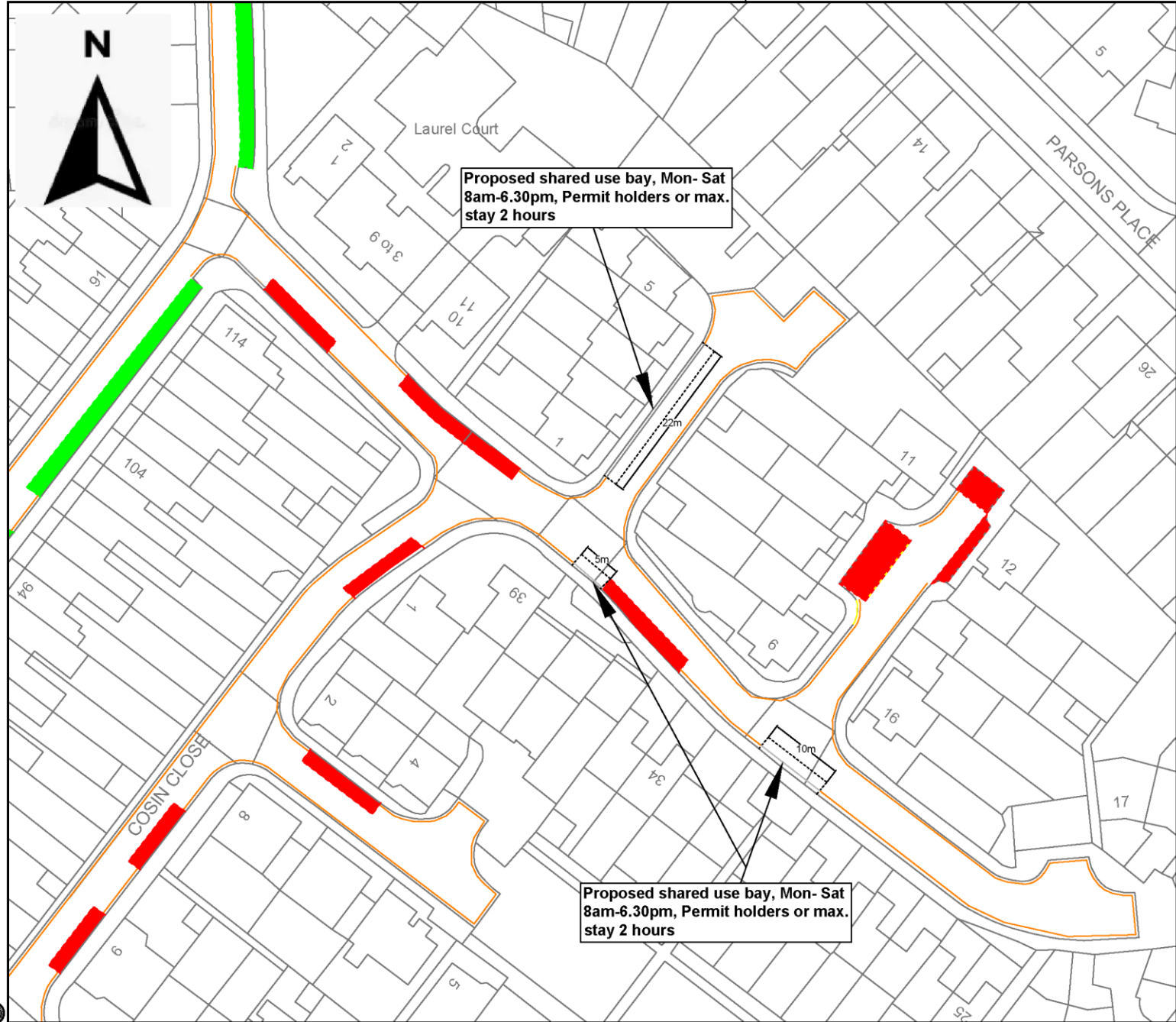
Drawing Status- TRO Consultation

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 19/09/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	PRD/2025/TRO/011	Revision	0
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Drawing No.
PRD/2025/TRO/006
1 of 1
U

KEY

- Existing Double yellow lines (No Waiting at anytime)
- Existing single yellow lines
- Existing loading restrictions
- Existing waiting/loading restrictions to be altered
- Existing Disabled bay
- Existing shared use/short stay parking
- Existing Permit Holder Bays
- Existing bus cage
- Existing Taxi rank
- Proposed Disabled Bay
- Proposed Double yellow line
- Proposed No Loading at anytime
- Existing Permit Holder bay to be converted to shared use bay
- Proposed Parking spaces
- Proposed Cycle/Motorcycle Parking

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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OXFORDSHIRE COUNTY COUNCIL
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 County Hall
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 OX1 1ND
 Tel: 0845 310 1111

Project title

2025 Parking Review
East Oxford CPZ Area
New Parking Schemes

Drawing title

York Place
Proposed Parking Changes
TRO Consultation drawing

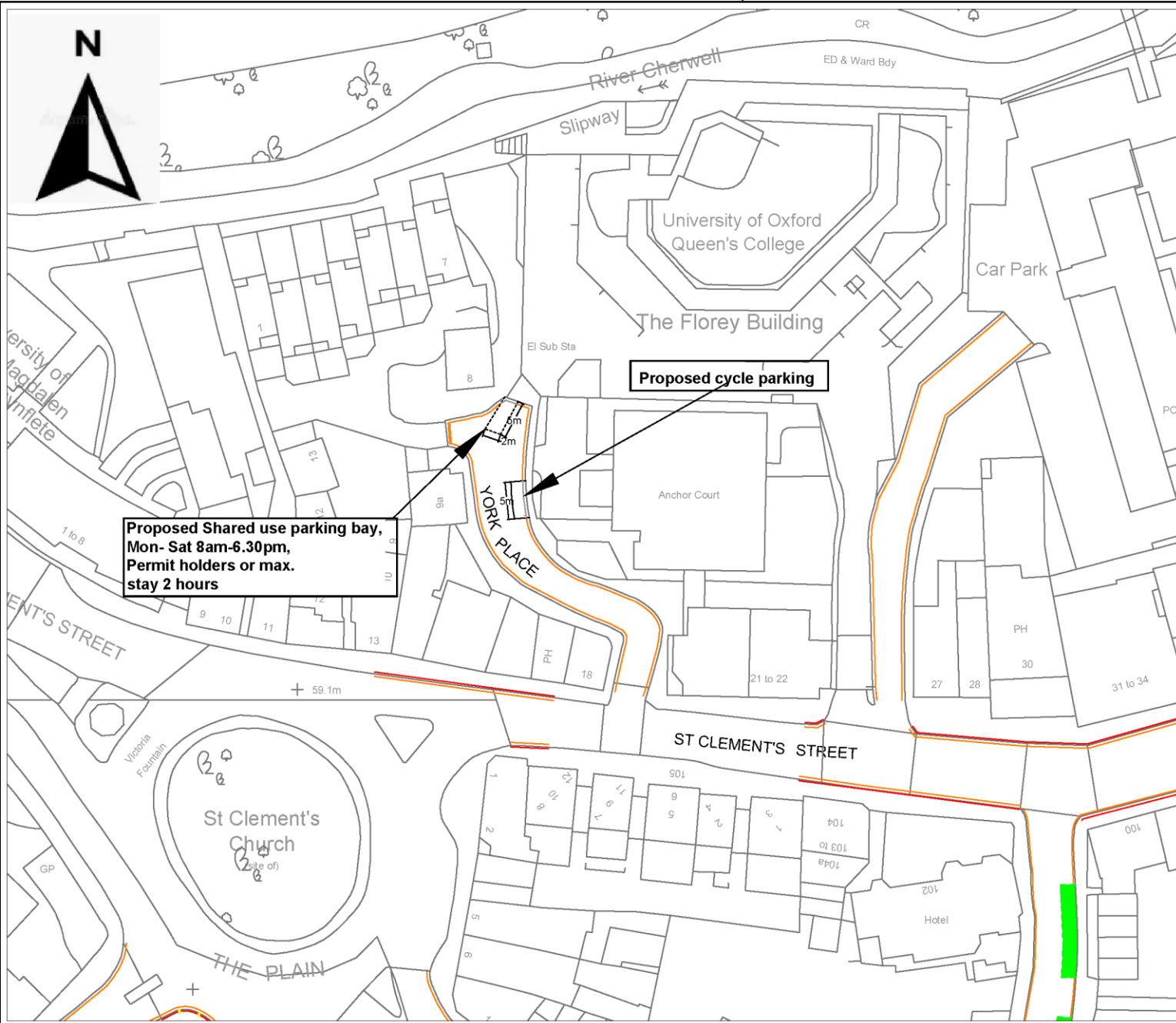
Drawing Status- TRO Consultation

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn-19/09/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	PRD/2025/TRO/006	Revision	0
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ANNEX 9

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – Thank you for the consultation documents. The Police have no objection.
(e2) Local group/organisation, (Oxfordshire Liveable Streets & Cyclox)	<p>Object/Support – These proposals shuffle kerbside space between parking restrictions of one or another kind - single-yellow and double-yellow lines and visitor and/or permit parking. Cycle parking has been proposed in a few locations, but in general sustainable uses of the kerbside space have not been considered. This is contrary to the Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP), among other policies.</p> <p>Our policy arguments recapitulate those we made for the Headington Central CPZ amendments and follow discussion of the individual locations in this scheme.</p> <p><i>(Full response shown at Annex 11)</i></p>
(e3) Local resident, (Oxford, Nye Bevan Close)	Object – I have noticed the signs to remove the double yellow lines between 1 and 5. They can't be removed as number 8 has a driveway at the back of the property and won't be able to get a car in and out. This scheme was tried a few years ago but was abandoned due to the land planning and having driveway at the back of the property
(e4) Local resident, (Oxford, Boulter Street)	<p>Concerns – I notice the proposals for the cycle parking on which we were engaged in September have been updated after the last engagement. In particular as a resident I am interested in Boulter St. The amendment to the cycle rack location is sensible, thank you. The change to the restrictions on the bay as propose I have mixed feelings about.</p> <p>The plans have been amended to include changing the long bay on the northeast side to shared use 2hrs. Can you confirm this includes a longer non return period eg 3hrs in order to make it possible to enforce violations with only two visits. 2hrs or shorter non-return requires 3 visits to collect sufficient evidence. It is also unclear from the proposal if this will mean that outside of 8-6:30 Monday to Sat these bays will be residents only. I would be grateful if this can be</p>

	<p>clarified. I would also request if implemented that the bays are residents only outside of shared times and 3hrs non-return.</p> <p>I am actually in favour of the change if the bay is residents only outside of these times, as it is currently not possible to have a visitor even for a short period without using one of the very limited number of parking permits afforded to residents. However, it is unclear from the information received, what objective the council is attempting to achieve with this change, given the statement of reasons document dated October 2023. It does not appear to be in line with the stated aims. The St Clements carpark is publicly accessible and a short walk away and rarely at capacity.</p> <p>My support for the restrictions change is also combined with apprehension. The shared use bays can only work if the 2 hour limit is properly enforced - current parking restrictions are not enforced. The smaller 2 hour bay currently provided is occupied all day by workers from the international college at the end of the road. They rarely if ever receive a PCN. If this were the case for the northwest bay to the disabled, as proposed, it would be unworkable for residents. It would simply provide a place for uncontrolled commuter parking. Something I know is opposed by the planning authority. We do need to be able to park when we come home from work. It is bad enough that we must now pay to commute from our homes in Oxford (it simply is not feasible to always exit Oxford by Iffley and Cowley Road). If it is not possible to park on returning home as the bays have not been vacated at 6:30 it would be most inconvenient. In the evenings the road is frequently at capacity.</p> <p>I am, along side many of the residents concerned that this will increase traffic in the road which is tight for turning. We are already seeing an increase in traffic today from the introduction of the bus gate just to the left of the entry to Boulter St. As the last street before the bus gate/congestion gate it is likely that the new 2 hour bays will be heavily used.</p>
(e5) Local resident, (Oxford, Cave Street)	<p>Object – I provide feedback specifically related to Cave Street, with a particular emphasis on the increase in noise levels outside house Nos.2 to 6 in Cave Street. I have discussed these points with my neighbours.</p> <p>Unclear reason for the changes: Your letter and associated documents are not at all clear on the reason for the changes. Please could you inform the community in a clearer way?</p> <p>If the reason is to improve safety, then the plans for Cave Street are flawed. They would increase the localised safety risks. Already, because of the mix of houses and commercial enterprises in Cave Street, we get a lot of waste collection trucks, delivery vehicles and other traffic in the road, disproportionate to what would be expected in such a</p>

short road. There are also a lot of cars, food delivery motorbikes, and other vehicles illegally parking in the street, to visit the fast food restaurants or other shops on St.Clement's. Your plans for two-hour parking would encourage more vehicles down the street. The increase in traffic would increase the risk to safety of the families, elderly residents, vulnerable persons (in the mental health facility at Newman Court) and students (at the international college). Often vehicles park illegally up on pavements, which mean many of these people are currently forced to walk in the road itself.

Links with the Oxford traffic policy:

The planning for the parking changes totally conflicts with the current traffic policy in Oxford; specifically the congestion charge and future traffic filter systems. As you would know, Cave Street is just outside the congestion camera zone. There will be many people looking for parking spaces just outside the zone, such as in Cave Street. Therefore, for you to add extra parking spaces for two hours is disjointed planning as this will discourage people from taking buses because two hours is enough time to park and shop, avoiding the congestion charge. Your plans therefore totally go against policy of discouraging traffic in the centre of Oxford and encouraging bus use. They will further increase the high levels of traffic in Cave Street. It also goes against the component of your climate policy associated with reducing car journeys.

Priority complaint – increase in noise:

The main problem that we have with your plans specifically relates to noise impacts on houses 2 to 6 in Cave Street. The front of these houses is straight onto the street with a narrow pavement. The street has unusually bad acoustics, perhaps because of the tall building opposite (now the international college). When trucks pass down the road, my front door frame vibrates with the noise, and when people park outside in the current parking spaces, even with normal levels of talking of people getting out of the vehicle and not slamming car doors, the sound wakes me up. You are proposing much extra short-term parking outside these houses, which will greatly increase the number of cars coming and going from outside these houses, and inevitably include people visiting the pub on the corner. This will greatly increase localised noise and this will have a major effect on our sleep. Myself and the other permanent residents of these houses greatly object to your plans, particularly for this reason.

If you are to ignore the obvious safety risks of your policy to add short-term parking, it would surely make more sense to create more parking spaces for short-term visitors across the road from house numbers 12 to 18, and therefore the noise would not affect the residents so much, rather than turn the residents parking outside numbers 2 to 6 into short-term. There would be much less frequent noise from car parking outside our houses if you kept it as residents only, because residents move their cars much less than visitors arriving and leaving every 1-2 hours.

Enforcement:

	<p>Parking is already difficult for residents in Cave Street. There is already so much illegal parking in Cave Street and I could not find any points in your documents on increasing parking enforcement levels, which would absolutely be needed for your proposed plans. Please could you explain your plans for improved enforcement?</p> <p>Summary:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Your plans will change our living conditions and quality of life in terms of impact on sleep from the noise levels of people parking short-term right outside our houses. <input type="checkbox"/> Your plans will make it much harder for residents to park. <input type="checkbox"/> Your documents are unclear on the overall reason for the changes, which goes against good practice for consultation. <input type="checkbox"/> The documents are also unclear on the details of the proposed changes in Cave Street. Again this goes against good practice for public consultation. I suggest you therefore need to revise the documents and carry out another round of consultation with better disclosure of information. <input type="checkbox"/> Your plans of creating short-term parking just outside the congestion zone go against the traffic policy for Oxford and will encourage driving and discourage use of public transport. <input type="checkbox"/> Your plans will greatly increase traffic in Cave Street. The traffic levels are already higher than normal for such a short street. <input type="checkbox"/> Your plans would greatly increase risks to community safety in Cave Street, including the vulnerable people from Newman Court, and elderly residents. <input type="checkbox"/> You have clearly not considered other alternative options to your plans for Cave Street, again going against good practices.
(e6) Local group/organisation, (York Place Residents' Association)	<p>Object – I write on behalf of the York Place Residents' Association, to object most strongly to the suggested new and amended parking restrictions in the East Oxford CPZ, insofar as they relate to '8. York Place' in your recent circular letter.</p> <p>You will already know that properties involved in using the street include not only single family houses, but a nightclub, a public house, and Anchor Court, the last having 41 flats for retirement and sheltered living, all requiring deliveries or collections.</p> <p>Anchor Court has pretty continual parking on the road (despite double yellow lines), from next to the path to their main entrance along the street to their car park, by ambulances, social service vehicles, taxis, etc, etc.</p>

Just about every inch of the rest of this short road is used for the turning of vehicles (ambulances, lorries delivering to the public house and the nightclub, lorries for bin collections, social services vehicles, taxis, etc, etc, etc). The road is very narrow from the entrance on St Clement's Street, where vehicles trying to enter have to wait for vehicles exiting, and vice versa – usually holding back vehicles proceeding from The Plain into St Clement's Street.

This continues to be narrow, with a corner and bend, until it opens out into a small area, where, on the left, there is a bin store, parking for number 9a, then a narrow driving entrance to the forecourt for houses 1-7 York Place.

Ahead is a short area in front of no 8 York Place, needed for vehicles to gain access, via the driving entrance, to nos 1-7, for bin collections, deliveries to 1-7 York Place, etc., and turning of vehicles. To the right of that is access to the pathway, now owned by The Queen's College, needed for the all too often emergencies for the water authority's lorries to clean out blocked pipes in the street from manholes in the pathway.

On the right, once one leaves a small area for access to the Queen's site (and a fire emergency entrance to the Queen's Florey Building's main site), is the Anchor Court Car Park, off the street. There is a short length of pavement needed pretty much all the time for ambulances, social workers, etc, for residents of Anchor Court.

Then we are back to corners and a very narrow road. There used to be a sign, telling drivers not to enter York Place but to use the nearby car park. There was at one time a proposal considered by the County to have a gate at the end of the road, giving accessibility only to those living in the street or needing deliveries.

In any case, in this monetary difficult time – and before – there are not, and have not been, a sufficient supply of traffic wardens to prevent regular parking on the double yellow lines – OFTEN BLOCKING, IN THE NARROW PART OF THE STREET, ENTRY BY RESIDENTS TRYING TO GET HOME, OR MAKING IT IMPOSSIBLE FOR LORRIES, VANS AND CARS TO TURN THEIR VEHICLES ROUND.

To encourage more vehicles to enter York Place by the availability of parking spaces for cars and bicycles must be an unacceptable proposal.

York Place is a very different street from other turnings off St Clement's Street, a fact recognised by the County before, and should be recognised in respect of the current matter now. Already it is in real difficulty with traffic. To make it worse should be wholly resisted.

<p>(e7) Local resident, (Oxford, Nye Bevan Close)</p>	<p>Object – I am writing to lodge a firm objection to the proposed amendments to the East Oxford Controlled Parking Zone, specifically the introduction of a two-hour shared-use parking bay on the northwest side of Nye Bevan Close, as set out in public notice Ref: CM/12.6.320/P0351.</p> <p>The proposed bay would directly and adversely impact residents of Nos. 8–10 (and potentially No. 11) Nye Bevan Close by obstructing the sole vehicular access to our designated rear driveways. These properties were purposefully designed without front driveways, with all vehicle access provided exclusively via the rear gardens, accessed from the section of Nye Bevan Close opposite Nos. 1–4. Any obstruction to this route therefore removes our only lawful and intended means of accessing our parking spaces.</p> <p>This issue is made worse by the fact that the bays at the front of my property are also almost always fully occupied, leaving me with no alternative parking options whatsoever. Removing or obstructing access to my rear driveway would therefore leave me without any practical means of parking my vehicle near my home.</p> <p>Furthermore, I rely on this rear access to charge my electric vehicle, as my EV charging facilities are located within my garden and cannot be reached by any route other than my driveway. The proposed amendments would severely hinder my ability to charge my vehicle at home—an outcome that directly contradicts both Council and national government commitments to supporting electric vehicle adoption and home-charging infrastructure.</p> <p>It is also important to highlight that my driveway has been blocked on multiple occasions in the past, preventing me from being able to leave my property. Such obstruction is not only disruptive but poses a serious safety risk should I need to leave in an emergency. Installing a designated parking bay in this location will significantly increase the likelihood of such occurrences.</p> <p>Given these serious and practical implications, I strongly oppose the proposed parking amendment. I urge the Council to reconsider or revise the scheme to ensure that unrestricted, 24-hour vehicular access to the rear driveways of Nos. 8–11 Nye Bevan Close is fully protected.</p>
<p>(e8) Local resident, (Oxford, London Place)</p>	<p>Object – I object to proposal 4 related to Cave Street, on the grounds that it will reduce the number of resident parking spaces, for which there is already very high demand.</p> <p>Any proposal should retain the existing number of resident parking spaces.</p>

<p>(e9) Local resident, (Oxford, Boulter Street)</p>	<p>Concerns – I am a longtime resident of Boulter Street and I write to you about the proposed changes. I am not hopeful of the decisions but I wanted to put my comments on the record to you.</p> <p>As you know, Boulter Street is a dead-end with the river at one end and at the top St. Clement's bus stops for London and Headington etc., a language school (van deliveries for their kitchen, cars for their staff being parked) and a shelter for the homeless.</p> <p>Bear in mind that I myself do not own a car: -</p> <p>note that making parking open to non-residents is really going to impact the street because more cars/traffic will cruise up and down looking for parking it is very restricted for three-point turns as you may know.</p> <p>I reported to the Fix My Street link one of the cases where a chunk of the kerb had been broken off by a heavy vehicle trying to turn around.</p> <p>I know parked cars have been hit and damaged, one car was a right-off.</p> <p>As you will know, St. Clement's car park is a few hundred yards away and it generates income that goes to Oxford City Council.</p> <p>Why are people not encouraged to use the car park instead of the very nearby street/s?</p> <p>I hope you will revise / edit your plans for the street because as I say, your plans do impact both the car owners and the non-car owners alike.</p>
<p>(e10) Local resident, (Oxford)</p>	<p>Bath Street - Object Boulter Street - Partially support/concerns Caroline Street - Object Cave Street - Object Jeune Street - Partially support/concerns Leon Close - Object Nye Bevan Close - Object York Place - Partially support/concerns</p>

Where I have selected "Partially support/concerns", this is because I support the cycle parking but object to the car parking.

As with the recent Headington CPZ survey, the provision of any additional car parking space, whether through creating new bays or converting permit holder bays to shared use, goes against multiple County Council COTP and LTCP policies, most notably those to reduce the number of car trips and increase cycling and provision for hire scooter and bike schemes.

Providing additional short term/visitor car parking space on these minor roads will create more car movements on the roads and their junctions with Cowley Road and St Clement's Street, making the roads and entries more dangerous for pedestrians and cyclists. It will also generate more car journeys in the area, as drivers will get to know about potential free parking opportunities.

The Council must not create any more car parking spaces. Instead, any available space should be used for cycle parking, hire scooter/bikes, seating, parklets and other publicly-beneficial and environmentally-sustainable uses.

There is a need to drastically increase the amount of cycle parking around St. Clement's Street and Cowley Road, including both visitor cycle parking (e.g. Sheffield stands) and secure places for residents to park their bikes (e.g. cycle hangars). Cycle parking must be prioritised over car parking, both to comply with Council policy and to meet a clear practical need for more cycle parking space.

There is a particular shortage of cycle parking near St Clements. People visiting businesses and residents there by cycling have no choice but to lock their cycles to signposts and lampposts. It is highly likely that businesses here are missing out on potential revenue from cycling customers due to the lack of cycle parking. I think there is parking for 38 cycles near St Clement's Street, compared with 80 car parking spaces in the St Clement's car park (any many more unofficial/illegal parking spaces in the cycle lane along the length of the road). The cycle parking accessible from Pensons Garden is hidden from view, so not obviously available, and I think many of those who do know about it choose not to use it because it feels unsafe and unpleasant, both from a cycle theft perspective and a personal safety perspective, particularly for women. As such, any car parking spaces on these side roads nearest to St Clements should be replaced with visitor cycle parking and any other available space there should be allocated to cycle parking.

There is also a shortage of safe cycle parking for residents on the streets off St Clement's Street, so car parking spaces further from St Clement's Street should be converted into cycle hangars.

	<p>Although the new cycle parking proposed on York Place is welcome, it won't be visible from St Clement's Street, so this would need to have clear signage at the road entrance to indicate its availability.</p>
<p>(e11) Local resident, (Oxford, York Place)</p>	<p>Object – I am writing to strongly oppose the Council's proposal to add parking in York Place, Oxford.</p> <p>I base my strong opposition on over 30 years of city and infrastructure planning expertise that I have accumulated globally (including in the UK) as well as the unique design and layout characteristics and other serious limitations of York Place that wholly and unequivocally undermine the feasibility of the proposed parking. The following brief summary is by no means exhaustive.</p> <p>1. The existing design and layout of York Place is unsafe and dangerous for both drivers and pedestrians. The addition of the proposed parking would significantly exacerbate these unsafe and hazardous conditions. The entrance to York Place (a dead end street sloping down to the River Cherwell) consists of a narrow "single-track road" followed by a tight 90 degree bend that creates a dangerous blind-spot for all users. Currently, there are no designated passing places for motorized vehicles due to insufficient space. When two vehicles meet, or a vehicle has to wait for a turning vehicle, the entire road becomes gridlocked and blocked for extended periods. In addition to the narrow sloped nature of the road and the dangerous blind-spot created by the tight 90 degree bend there is also insufficient space for vehicles to turn around safely at the end/bottom of the street. Pedestrians (especially children and elderly residents) are already being placed at considerable risk on a daily basis because drivers frequently trespass onto private property and the pavement in order to make turns and exit York Place. Larger vehicles (e.g., emergency services, garbage collection, delivery vehicles) pose even greater threats and safety risks to pedestrians and other vehicles due to these design and layout flaws and limitations of York Place. Alarming, the location of the proposed parking would effectively eliminate all turning space and make these unsafe and dangerous conditions far worse. Such an undertaking would also expose the Council to significantly greater legal liability because its action would be viewed as increasing risks and potential harm to users and residents. During the previous three months alone, I have personally witnessed a number of accidents as well as near misses, in which both pedestrians and drivers alike were placed in serious risk and in harms way as a direct result of the unsafe and dangerous conditions of the current design and layout of York Place.</p> <p>2. Pedestrians would be placed at substantially greater risk if the Council were to add on street parking because the existing pedestrian pavements in York Place are already unsafe, incomplete, poorly designed, and impassible in numerous places. The pavement on the West side of York Place is extremely narrow at the entrance (less than 0.5m) and then becomes completely unusable following the sharp 90 degree bend and slope down to the end of the street because it is permanently obstructed by concrete and other barriers. The pavement on the East side of York Place is</p>

also narrow, uneven, incomplete, sloped and is frequently blocked by vehicles and traffic. Several sections are far too narrow to use safely. Moreover, there is no pedestrian access by pavement whatsoever to 1-7 York Place. As a consequence, pedestrians living in York Place are continuously being placed at considerable and unnecessary risk because they are forced to walk on the road itself, especially those most vulnerable such as young children and elderly residents. For example, my family is being continuously placed in danger due to traffic and vehicles unable to safely navigate blind spots or the narrow and obstructed sections in York Place. Rectifying these unsafe and dangerous conditions for pedestrians should therefore be made the utmost priority by the Council “not” the addition of parking in York Place which will only intensify and amplify the existing unsafe and dangerous conditions pedestrians are being exposed to.

3. The current design and layout of York Place is also not inclusive in that it effectively prevents the safe usage by pedestrians with mobility issues and needs. Residents of York Place are a mixture of families with children and elderly occupants. For example, Anchor Court houses approximately 100 elderly residents many of whom have mobility issues and limitations that necessitate they use walkers, wheel chairs, and other mobile devices to enter and exit York Place. The lack of safe, comprehensive, and well-designed pavements forces these individuals to use the road itself, which places them at serious risk of harm from oncoming traffic, including bicycles. As mentioned above, intentionally increasing the traffic and congestion in York Place by adding parking spaces would only amplify these current unsafe and dangerous conditions. Facing mobility issues myself, I find it highly problematic and frequently unsafe when using York Place. In the previous several months, I have either directly experienced unsafe conditions myself (e.g., nearly being hit by oncoming cars due to the blind spot and narrowness of the street) and/or witnessed others, including family members, experience extreme difficulties and safety issues when similarly using York Place (I have created a catalogue of these incidents should it become necessary). In fact, these incidents are so frequent that I and other residents have considered alerting the media in an effort to bring the matter under full public scrutiny. In addition to my own family being subjected to unacceptable risks, I have witnessed multiple elderly individuals fall from their wheel chairs and walkers due to the poor design and state of the existing pavement. I have also personally witnessed other pedestrians being placed in danger of being seriously injured by vehicles because there are no safe and comprehensive existing pavements for pedestrians to use. In the premises, by adding parking in York Place the Council would be knowingly exacerbating the already unsafe and dangerous conditions for residents.

4. The St. Clements Public Car Park which offers 80 spaces for off-street parking and operates 24/7 is less than 100m from York Place. Other public car parks and on-street parking are available in close proximity to York Place (e.g., the Union Street Car Park has 74 spaces). These alternative parking sites offer more than sufficient and safe parking nearby and in the St. Clements area. What’s more, the Council states that one of its major priorities is to in fact reduce congestion for residents and has introduced congestion strategies, including in the St. Clements area of Oxford in which York Place is situated. Accordingly, the actual demand for parking spaces should be in decline and with

	<p>sufficient parking alternatives nearby there is no reasonable need to create new parking in York Place. Any proposal to add new parking in York Place is therefore not only counterproductive and ill-conceived because doing so would significantly increase traffic and congestion in York Place as people search for parking but it would further exacerbate the aforementioned unsafe and dangerous conditions that residents are currently being directly exposed to.</p> <p>5. A large scale multi-year construction project is currently being undertaken by Magdalen College in York Place which has created a “significant” increase in traffic and congestion and foremost has further adversely impacted the safety and well-being of residents. Currently, HGVs and other vehicles associated with the construction and demolition works frequently block traffic and pedestrians in York Place. In fact, vehicles are frequently unable to enter or exit York Place without the assistance of operatives due to the poor design and layout of York Place. At times it has also become impossible for residents to safely enter or exit York Place with the additional traffic imposed by the development. Pedestrians are now even more frequently being exposed to safety risks and hazards by the increased traffic and congestion. Upon completion of this multi-year project the number of residents in York Place will increase significantly, as will the traffic and congestion in York Place. Therefore, the addition of parking it is not only not feasible in the near future but it is also not feasible in the longer term given these additional constraints being placed on York Place.</p> <p>In sum, the current design and layout of York Place is very different from other streets which makes the addition of parking unrealistic and impractical. Importantly, given these unique features, road and pavement attributes, and serious limitations the addition of parking would significantly increase the risks and unsafe and dangerous conditions for all users, concerns and risks that are well documented in planning, road design, and infrastructure guidance. Lastly, the addition of parking would also significantly increase traffic and congestion for residents in York Place which wholly contradicts the Council’s commitment to the community to reduce congestion and its impact on residents’ well-being.</p>
(e12) Local resident, (Oxford,)	<p>Object – accessibility to the garage on Bath St, as you can see in order to get in and out several times a day, seven days a week because I still work. I have to reverse straight across the road because of the Pillar holding up the front of the houses at Nos.31 & 32.</p> <p>After looking at your plans, it looks like you have no knowledge of garages under the houses, could you please tell us the proper dimensions, as you say 5 metres wide but not how far into the road.</p> <p>We also can’t believe you are doing away with the footpath. We have a large proportion of elderly residents in Bath St. It looks like you would have them walking out into the road when some of them are already unstable on their feet. The traffic in Bath St some days is horrendous due to resident deliveries and people attending the Mosque at the bottom of</p>

	Bath St. To us this will be a dumping ground like the one in Rectory Rd. As over the last 45 years we've lived here only 3-4 bikes chained in Bath St.
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B. Online responses: (**Note** – when a response is blank, this equates to a submission of “No objection/No opinion” having been provided)

RESPONDENT	COMMENTS								
(o1) Local resident, (Oxford, Alma Place)	<p>Do you live within the CPZ ? Yes</p> <table> <tr> <td>Bath Street – Object</td><td>Jeune Street – Object</td></tr> <tr> <td>Boulter Street – Object</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Object</td></tr> </table> <p>As a local resident with no ability to lock my bike at my house, I have to use cycle parking on the Cowley Road and surrounding areas and i am regularly (several times a week) forced to hunt around for space as it is completely full, sometimes having to go far from my house. I think all spaces should be made available for extra cycle parking.</p> <p>In addition, parking on my street for cars is severely limited - whilst I don't own a car, whenever we have tradespeople or visitors they struggle to find parking. Increasing the available spaces to free parking for non-residents would decrease available space for residents.</p>	Bath Street – Object	Jeune Street – Object	Boulter Street – Object	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Object
Bath Street – Object	Jeune Street – Object								
Boulter Street – Object	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Object								
(o2) Local resident, (Oxford, Bartlemas Rd)	<p>Do you live within the CPZ ? Yes</p> <table> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Partially support/concerns</td></tr> </table>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Partially support/concerns
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Boulter Street – Partially support/concerns	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Partially support/concerns								

	We need more cycle parking in residential roads, not car parking	
(o3) Local resident, (Oxford, Bath Street)	Do you live within the CPZ ? Yes	
	Bath Street – Object	Jeune Street –
	Boulter Street –	Leon Close –
	Caroline Street –	Nye Bevan Close –
	Cave Street –	York Place –
	<p>Bath Street currently has residents parking only, but there are only 10 resident spaces on the street, and one disabled space. This is not enough for the number of residents. At least 25 properties have no garages, and many have more than one car per property. It is a real struggle to find parking nearby.</p> <p>Please do not convert any resident spaces to 2 hour general parking slots. This would make the situation worse and encourage car drivers from outside the area to park here, especially when the congestion charge camera is switched on on St Clements.</p>	
(o4) Local resident, (Oxford, Bath Street)	Do you live within the CPZ ? Yes	
	Bath Street – Object	Jeune Street – Object
	Boulter Street – Object	Leon Close –
	Caroline Street –	Nye Bevan Close –
	Cave Street – Object	York Place – Object

	<p>Objection: Introducing short time two hour shared spaces in the side streets off St Clements (Cave St, Bath St, Boulter St, Jeune St, York Place) will increase traffic into these streets and reduce resident parking options. These streets are residential, not for cars parking to use the businesses - they can use St Clements Car Park.</p>	
(o5) Local resident, (Oxford, Bath Street)	<p>Do you live within the CPZ ? Yes</p>	
	Bath Street – Object	Jeune Street – Object
	Boulter Street – Object	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Object
	<p>Introducing shared use spaces will lead to drivers looking to park their cars in the already limited spaces of these streets, leading to increased traffic down streets that presently offer no opportunity to park. This is currently signed to drivers before entering these closed off streets, and needing to turn around to exit. There are presently just about enough spaces for local zone residents, removing some will lead seeking to park on adjacent streets. The black plastic bike racks offer fewer bike spaces than the hoop racks, though probably a more secure space. Would prefer more bike spaces, as there are several properties on my street, which require taking bikes through the property, rather than leaving them on the street.</p>	
(o6) Local resident, (Oxford, Bath Street)	<p>Do you live within the CPZ ? Yes</p>	
	Bath Street – Partially support/concerns	Jeune Street –
	Boulter Street –	Leon Close –
	Caroline Street –	Nye Bevan Close –
	Cave Street –	York Place –

	<p>Bath Street Oxford:</p> <p>1. Cycle parking outside Richardson Court flats would be good - but please only put a simple row of several Sheffield stands here (easy to use and take several bikes) - please do not put those huge and unwieldy black plastic bicycle hubs that you have on James St, or the large metal bike boxes proposed elsewhere (these are not appropriate in a Conservation Area as look ugly, also take up lots of space and are difficult to use, especially for older and less able people). You would need to check v carefully that the garages in the houses opposite will still be accessible if cycle parking is put here.</p> <p>2. Currently there are not enough resident parking places on Bath Street for the number of residents without a garage. I oppose the proposed change of 3 parking places near the top of the street to 1 or 2-h places, since this reduces the space for residents and their visitors. There are a lot of older people living on Bath Street who need continued local access to onstreet residents parking. In addition, changing these 3 spaces to 1 or 2-h slots will encourage more car traffic into the street, which is currently resident only parking.</p>								
(o7) Local resident, (Oxford, Bath street)	<p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Partially support/concerns</td></tr> <tr> <td>Caroline Street – Partially support/concerns</td><td>Nye Bevan Close – Partially support/concerns</td></tr> <tr> <td>Cave Street – Partially support/concerns</td><td>York Place – Partially support/concerns</td></tr> </table> <p>I live at 31 bath street, I use my garage for my car every day, multiple times a day in and out. The position of the proposed bike parking looks on your plans to be out on the street, I need the full width of the street to be able to get my car in and out because of the way the house is built, so why are you putting it out into the road? Has anyone actually took this into consideration? Please can you get someone to come and knock on my door so we can talk about this? Thank you Mrs and Mrs Jones.</p>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Partially support/concerns	Caroline Street – Partially support/concerns	Nye Bevan Close – Partially support/concerns	Cave Street – Partially support/concerns	York Place – Partially support/concerns
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Cave Street – Partially support/concerns	York Place – Partially support/concerns								
(o8) Local resident, (Oxford, Boulter Street)	<p>Do you live within the CPZ ? Yes</p>								

	Bath Street –	Jeune Street –
	Boulter Street – Object	Leon Close –
	Caroline Street –	Nye Bevan Close –
	Cave Street –	York Place –
<p>'I approve of the cycle racks being added, but not of the residents' bays being changed to 2-hour parking slots. I oppose this for two reasons:</p> <p>- It is already challenging for residents to find parking spaces on Boulter Street. I have two young children and already often have to park some way away from my house or on a different street due to a lack of parking. Many other residents on the street have children or have reduced mobility. Less parking for residents is the last thing we need.</p> <p>- Congestion is a massive problem in Oxford. I strongly support the congestion charge being brought in. With congestion being a problem, why on Earth are we increasing parking for non-residents?</p>		
(o9) Local resident, (Oxford, Boulter Street)	Do you live within the CPZ ? Yes	
	Bath Street –	Jeune Street –
	Boulter Street – Object	Leon Close –
	Caroline Street –	Nye Bevan Close –
	Cave Street –	York Place –
	<p>1. Given that the idea of the traffic filters / congestion charge is to reduce congestion in central Oxford it seems odd to increase parking capacity for non-residents at the expense of residents.</p> <p>2. My concern is that the 2 hour limit will not be enforced, and therefore reduce resident parking on the street if non-residents overstay.</p>	

	<p>3. It will also increase pollution on the street and also encourage cars to turn around on the street (which is also the case given the traffic filters are just outside our road too). It's a very narrow street and there have been a number of accidents recently already (a neighbour's car was written off after a car went into theirs trying to turn around in the street - again a non resident car). I have a one-year-old child and I am already concerned about the increased levels of pollution given the pretty much constant stationary traffic on St Clements and I fear this will make it worse. If we are trying to discourage people from driving into central Oxford in order to reduce traffic and pollution, then it seems counter-intuitive to do this.</p>	
<p>(o10) Local resident, (Oxford, Boulter Street)</p>	<p>Do you live within the CPZ ? Yes</p>	
	<p>Bath Street –</p>	<p>Jeune Street –</p>
	<p>Boulter Street – Object</p>	<p>Leon Close –</p>
	<p>Caroline Street –</p>	<p>Nye Bevan Close –</p>
	<p>Cave Street –</p>	<p>York Place –</p>
<p>I have answered No Objection / No Opinion (which are not the same thing) to all streets of which I am not a resident. I strongly believe that the opinion of people living in these streets matters most, as it does for Boulter Street. That lots of people who do not live in Boulter Street may have no objection or opinion about the proposals in Boulter Street should carry no weight, similar to my views on the proposals for the streets they live or work in.</p> <p>My objections to the proposal to change the editing Permit Holder Only' bay adjacent to Nos 2-12 (removing 5-6 residents only parking spaces) are as follows:</p> <ol style="list-style-type: none"> 1. The suitability of encouraging additional cars into Boulter Street as it's a dead end and given that turning around is difficult. There has been multiple instances of damage to cars in the street as a result. The other roads listed in these proposals have space to turn. 2. There are two 2-hour spaces in the street already. These should be sufficient, however there is no apparent parking enforcement of these, meaning that people park all day, every day, reducing the amount of parking for residents of Boulter Street, at a time when the option to find alternative parking has been severely reduced due to the 		

	<p>new Congestion filters which are at the top of the street, limiting the ability to turn right. The streets with alternative parking mostly require you to turn left which now incurs cost.</p> <p>3. There is a car park on St Clements 0.2miles away for short of long term parking.</p> <p>4. The additional pollution caused by additional cars coming into the street and then needing to turn around. This is particularly bad at the top of the street which already sees additional vehicles turning as a result of the Congestion filters which, and is closest to pollution on St Clements caused by backed up traffic.</p> <p>5. All other proposals for other streets (with the exception of a small area in Bath Street) do not necessitate the removal of Residents parking spaces. Boulter street is already very busy with vehicles and at numerous times there is no residents parking left. Reducing the amount of residents parking is unfair given the difficulties already experienced and the lack of accessible provision nearby as a result of the new Congestion filter.</p> <p>In regards to the introduction of a new 5m 'Pedal Cycling' parking place. I am broadly supportive of additional cycle parking, particularly for those using the Oxford Tube, however the installation of the bay in the space at the top of the road will remove one of the places that people use to turn around in this dead end road, forcing them further down the street, which is very narrow at the bottom end. This applies particularly to delivery vehicles who struggle to get down to the bottom of Boulter Street but need to turn around to exit. Large vehicles trying to squeeze down to the end of Boulter street to turn as they cannot turn around further up have caused multiple instances of damage to residents vehicles. Only last month, one of the residents cars was written off after it was gouged down the side by a delivery van.</p>								
(o11) Local resident, (Oxford, Boulter Street)	<p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr> <td>Bath Street –</td><td>Jeune Street –</td></tr> <tr> <td>Boulter Street – Object</td><td>Leon Close –</td></tr> <tr> <td>Caroline Street –</td><td>Nye Bevan Close –</td></tr> <tr> <td>Cave Street –</td><td>York Place –</td></tr> </table>	Bath Street –	Jeune Street –	Boulter Street – Object	Leon Close –	Caroline Street –	Nye Bevan Close –	Cave Street –	York Place –
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	<p>Given the proximity of the street to the congestion charge/filter ANPR camera location, I do not wish to invite more traffic onto our road. In October my car was written off because someone reversed into it whilst turning in the street (and did not leave details). Similar (though less extreme) things have happened to neighbours. There is simply not enough space on the road - either next to parked cars or at the bottom - for turning and parking for the general public. There are already 2 hour spaces on the street as well as the St Clements car park nearby, and I don't know why we need more short term parking, particularly so close to the point at which OCC is also disincentivising car usage via the CC/filters. For visitors, everyone on the street uses the visitor permits where appropriate. However, and despite reporting cars parked at the top of the street multiple times, I have never seen parking enforcement when cars have overstayed their parking timeslot. This feels like a parking solution in search of a problem.</p> <p>Given we will also lose some spaces to the other parking changes on the street I do not see why residents need to give up more spaces to people whom the council is otherwise asking via other measures not to use their cars to be here.</p>								
(o12) Local resident, (Oxford, Boulter Street)	<p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr> <td>Bath Street –</td><td>Jeune Street –</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close –</td></tr> <tr> <td>Caroline Street –</td><td>Nye Bevan Close –</td></tr> <tr> <td>Cave Street –</td><td>York Place –</td></tr> </table> <p>OBJECT to the bays with 2-hour shared use. St. Clement's Car Park is very near for those people to use (NOTE revenue for Oxford City Council). This won't help the people who work all day at the language school office at the top of the street and it will be a problem for us if you remove the 'Residents Only' parking signs at the top of the street: currently taxis and vans and cars use the street for 3 point turns. If you remove the 'Residents Only' sign more cars will come down on spec looking for some parking and do three-point-turns to get out again. As you know it is a narrow street and there has been damage to residents' cars including a write-off recently.</p> <p>OTHER The lines on the road need to be redrawn, white lines and double yellow. OTHER Do NOT object to the bicycle parking - will be interested to see how it is used, , in neighbouring streets I see tags on the bikes in the parking places saying they will be removed (presumed abandoned).</p>	Bath Street –	Jeune Street –	Boulter Street – Partially support/concerns	Leon Close –	Caroline Street –	Nye Bevan Close –	Cave Street –	York Place –
Bath Street –	Jeune Street –								
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Caroline Street –	Nye Bevan Close –								
Cave Street –	York Place –								

<p>(o13) Local resident, (Oxford, Boulter Street)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 293 2105 542"> <tr> <td>Bath Street – Object</td><td>Jeune Street –</td></tr> <tr> <td>Boulter Street – Object</td><td>Leon Close –</td></tr> <tr> <td>Caroline Street –</td><td>Nye Bevan Close –</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Partially support/concerns</td></tr> </table> <p>I object to removal of any of the resident parking bays in Bath Street, Boulter Street and Cave Street. We do not have enough resident parking in these streets for local residents! Object to changing any resident parking bays in these streets to short term parking bays, which leads to a loss of resident parking and an increase in traffic down these roads from people without resident parkin permits lookin g for a space. This is counter to traffic reduction promises from the council.</p> <p>I support putting in more cycle parking on any roads in the consultation, but only the u-shape metal stanrds, as they have least visual impact on the Conservation Area and are convenient for more types of bike. The stands would have to be checked regularly for any bikes abandoned.</p>	Bath Street – Object	Jeune Street –	Boulter Street – Object	Leon Close –	Caroline Street –	Nye Bevan Close –	Cave Street – Object	York Place – Partially support/concerns
Bath Street – Object	Jeune Street –								
Boulter Street – Object	Leon Close –								
Caroline Street –	Nye Bevan Close –								
Cave Street – Object	York Place – Partially support/concerns								
<p>(o14) Local resident, (Oxford, Boulter Street)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 1023 2105 1272"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Object</td><td>Leon Close – Partially support/concerns</td></tr> <tr> <td>Caroline Street – Partially support/concerns</td><td>Nye Bevan Close – Partially support/concerns</td></tr> <tr> <td>Cave Street – Object</td><td>York Place –</td></tr> </table> <p>Objecting to replacing existing Permit holders only bays to shared bays there is very limited parking in this area anyway for residents and now you want to take away more. Disabled bays have been introduced and now you plan to</p>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Object	Leon Close – Partially support/concerns	Caroline Street – Partially support/concerns	Nye Bevan Close – Partially support/concerns	Cave Street – Object	York Place –
Bath Street – Object	Jeune Street – Partially support/concerns								
Boulter Street – Object	Leon Close – Partially support/concerns								
Caroline Street – Partially support/concerns	Nye Bevan Close – Partially support/concerns								
Cave Street – Object	York Place –								

	remove even more. These are residential streets where are we supposed to park and I thought the council didn't want cars hence we have to pay to turn left out of our street (to leave Oxford).	
(o15) Local resident, (Oxford, Boulter Street)	Do you live within the CPZ ? Yes	
	Bath Street –	Jeune Street –
	Boulter Street – Object	Leon Close –
	Caroline Street –	Nye Bevan Close –
	Cave Street –	York Place –
	Not enough parking space already	
(o16) Local resident, (Oxford, Boulter Street)	Do you live within the CPZ ? Yes	
	Bath Street – Object	Jeune Street – Object
	Boulter Street – Object	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Object
	Parking for residents is already a struggle. I regularly am unable to find a space close to home which makes life very difficult as I have a baby and small child. Recent legislation including the temporary congestion charge are aimed at reducing the number of vehicles coming into the centre and parking. This proposal is completely at odds with attempts to reduce congestion.	

<p>(o17) Local resident, (Oxford, Campbell Road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 293 2105 542"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Partially support/concerns</td></tr> </table> <p>Think that more provisions for cycle parking should be made at the places where I've stated 'reservations'.</p>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Partially support/concerns
Bath Street – Object	Jeune Street – Partially support/concerns								
Boulter Street – Partially support/concerns	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Partially support/concerns								
<p>(o18) Local resident, (Oxford, Cave Street)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 751 2105 1000"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Object</td></tr> <tr> <td>Boulter Street – Object</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Object</td></tr> </table> <p>The reasons for the proposed changes have not been explained properly.</p> <p>The changes go against the policy of reducing traffic in Oxford and encouraging public transport use, because they include many new 2 hour visit spaces. This will also increase risks to community safety (from many more cars in the side streets) and also increase noise levels outside houses.</p>	Bath Street – Object	Jeune Street – Object	Boulter Street – Object	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Object
Bath Street – Object	Jeune Street – Object								
Boulter Street – Object	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Object								
<p>(o19) Local resident, (Oxford, cave street)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 1342 2105 1393"> <tr> <td>Bath Street – Partially support/concerns</td><td>Jeune Street –</td></tr> </table>	Bath Street – Partially support/concerns	Jeune Street –						
Bath Street – Partially support/concerns	Jeune Street –								

	Boulter Street –	Leon Close –
	Caroline Street –	Nye Bevan Close –
	Cave Street – Partially support/concerns	York Place –
	<p>Terraced houses 2-6 are directly on pavement frontage. Short term parking here will cause disruption to Living space. Perhaps better dealt with on the other side of the road. reversing the conditions.</p> <p>The likelihood of increased short term parking significantly increasing will be especially concentrated on the only non closed-off streets immediately at the beginning of the CPZ restrictions.</p>	
(o20) Local resident, (Oxford, Charles Street)	Do you live within the CPZ ? Yes	
	Bath Street – Object	Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Partially support/concerns
	<p>We need to look at the broader picture of the CPZ. Too many streets have the abhorrent situation of legalised pavement parking. I have regularly seen citizens in wheelchairs being required to go on the actual roads due to a lack of space.</p> <p>Added to this we are taking further pavement spaces due to (good) boom in cycling. The focus should be to use these spaces on-roads to boost cycling parking provision so that the disabled using pavements aren't so discriminated against. It's also an issue for families with prams but at least they can sometimes move the blocking scooters/bikes. It's an aside to this issue perhaps but I can sometimes not access the street from my house due the pavement parked cars blocking my bike access.</p>	

(o21) Local resident, (Oxford, Charles street)	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 293 2105 542"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Object</td></tr> <tr> <td>Boulter Street – Object</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Object</td></tr> </table> <p>We need more bike parking and car club spaces on the roads, not more private car parking</p>	Bath Street – Object	Jeune Street – Object	Boulter Street – Object	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Object
Bath Street – Object	Jeune Street – Object								
Boulter Street – Object	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Object								
(o22) Local resident, (Oxford, Church Hill)	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 750 2105 999"> <tr> <td>Bath Street – Support</td><td>Jeune Street – Support</td></tr> <tr> <td>Boulter Street – Support</td><td>Leon Close – Support</td></tr> <tr> <td>Caroline Street – Support</td><td>Nye Bevan Close – Support</td></tr> <tr> <td>Cave Street – Support</td><td>York Place – Support</td></tr> </table> <p>I think it is a fair balance to car drivers and cyclists, with extra parking provided for people that need to visit elderly parents , take them to appointments etc, very unlikely to take them on a bike. Congestion charge will make it difficult after 100 passes are used up for East Oxford drivers to get to Westgate and park, unlike Summertown residents for example who can sail through to Westgate without any congestion charge at their end of Oxford. Businesses in that area would benefit from people being able to park. Unless a bus stop is right outside a persons house they may find it difficult to walk very far to a bus stop. Not all of them have shelters or seats for elderly or disabled passengers. Parking areas are needed in most streets to serve all of the community and prevent inequality. Cyclists are well served in Oxford and have numerous parking areas, if they can cycle , they can walk to get anywhere after parking the bike. Maybe a different matter for someone who drives.</p>	Bath Street – Support	Jeune Street – Support	Boulter Street – Support	Leon Close – Support	Caroline Street – Support	Nye Bevan Close – Support	Cave Street – Support	York Place – Support
Bath Street – Support	Jeune Street – Support								
Boulter Street – Support	Leon Close – Support								
Caroline Street – Support	Nye Bevan Close – Support								
Cave Street – Support	York Place – Support								

(o23) Local resident, (Oxford, Cowley)	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 293 2105 542"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Object</td></tr> <tr> <td>Boulter Street – Object</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Object</td></tr> </table> <p>Over 600 parking spaces were removed in East Oxford as part of the Quickways. Please don't remove any more parking spaces.</p>	Bath Street – Object	Jeune Street – Object	Boulter Street – Object	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Object
Bath Street – Object	Jeune Street – Object								
Boulter Street – Object	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Object								
(o24) Local resident, (Oxford, Crescent road)	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 785 2105 1034"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Partially support/concerns</td></tr> </table> <p>These proposals shuffle kerbside space between parking restrictions of one or another kind - single-yellow and double-yellow lines and visitor and/or permit parking. Cycle parking has been proposed in a few locations, but in general sustainable uses of the kerbside space have not been considered. This is contrary to the Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP), among other policies.</p> <p>Our policy arguments recapitulate those we made for the Headington Central CPZ amendments and follow discussion of the individual locations in this scheme.</p> <p>Individual Locations</p>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Partially support/concerns
Bath Street – Object	Jeune Street – Partially support/concerns								
Boulter Street – Partially support/concerns	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Partially support/concerns								

We oppose the change of permit parking to shared use (permit or short-stay parking) on the side streets off St Clements. This will lead to people driving in and out of those streets, looking for parking. If short-stay parking is to be provided here, it must be charged for at the same rate as in the St Clements car park. In general we oppose any provision of unpaid car parking in high demand areas, for this reason and others (see e.g. Donald Shoup's The High Cost of Free Parking and other research).

Bath St - OBJECT

See above on the change of restrictions to the car parking. This is also a missed opportunity to provide cycle parking, noting that there is currently no cycle parking on Bath St, or on St Clements on either side of it. There are a number of terrace houses on Bath St with no options for off-street cycle parking, and there are businesses on St Clements, on either side of Bath St, with no cycle parking.

Boulter St - SUPPORT and OBJECT

We support the addition of cycle parking, but oppose the provision of free short-stay car parking, as explained above.

Caroline St - OBJECT

Any spare space here should be used for cycle parking, not for additional car parking. There are terrace houses here with doors opening directly onto the street, and these should be provided with on-street cycle parking options. Cycle parking here is also important for visitors, both to the residences and to the businesses along St Clements - the stretch of St Clements on either side of Caroline St lacks any cycle parking at all.

Cave St - OBJECT

Any additional space here should be used for cycle parking. There are a number of terrace houses whose front doors open directly onto the street, which should be provided with some kind of on-street cycle parking. Visitors to residents on Cave St and Wilson PI will need cycle parking. And while there is some cycle parking for the businesses on St Clements it is not sufficient.

Jeune St - CONCERNS

This seems like a straightforward swap to ensure vehicles can turn in the new stub at the end of the street. However there is a real shortage of cycle parking here, with regular overflow from the existing stands. So consideration should be given to reallocating some space to cycle parking and/or to a hire cycle parking bay.

Leon CI - OBJECT

The retail stretch of Cowley Rd is lethal for cycling - it is possibly the most dangerous stretch of road in Oxford, and is used by Pedal & Post in hazard perception training for new riders. Any changes to the car parking provision here should be part of a larger scheme that includes road danger mitigations, as additional car movements turning into and out of Leon CI will make the situation even worse.

As a major destination, the Cowley Rd shops are going to need provision for large numbers of hire cycles, given the county goal to provide a comprehensive hire-cycle scheme is likely to involve the existing scheme expanding five-fold. Leon CI would be a logical place to put some of this, so any space that can be freed up here should be reserved for that. (And changing it to car parking now will make it harder to subsequently reallocate it.)

Nye Bevan CI - OBJECT

Given the complete lack of visitor cycle parking in the area, at least some of the proposed 22m shared use bay should be allocated for public cycle parking. The proposed 5m and 10m car parking bays do not appear to leave enough clearance for refuse trucks or fire engines. They are also right on junctions, which may be a bad idea even in a low-speed residential area. More generally, this seems like an unsuitable location for shared use car parking, as people coming here and failing to find a free space are likely to park illegally rather than driving around to the Union St car park.

York PI - SUPPORT and OBJECT

We support the proposed cycle parking, but object to the single shared use parking bay. We do not want people driving into York Place hoping to find this single parking space free, then having to turn around and drive out. And parking here, especially of a larger SUV or van, seems likely to prevent vehicles turning at all. This seems like a generally unsuitable location for car parking.

Policy Background - While Oxfordshire does not have a kerbside strategy with explicit policies on reallocation of kerbside space to sustainable uses, its broader policies imply most of such a strategy, more or less directly.

Possible sustainable uses for kerbside space on residential side-streets:

- seating - for people walking
- public cycle parking - for visitors to businesses or homes
- bike hangars - secure cycle parking for residents
- e-scooter/cycle parking bays - for hire schemes
- parklets - providing seating, mini-parks, micro-play areas, etc.
- street trees or garden beds (flowers, edible food)
- rain gardens - sustainable drainage

- car-club bays

Of these, bike hangars, streets trees or gardens, seating or parklets are expensive and would require a separate funding source, and hire cycle scooter parking and car-club bays need to be part of a coordinated city-wide provision, but ordinary public cycle parking is cheap and lacking on most residential streets.

Relevant policies:

- LTCP headline goals - 25% reduction in car trips, 66% increase in cycle trips
- LTCP 1 - Transport User Hierarchy
- LTCP 7 - Community Activation
- LTCP 8 and COTP Action 8 - Healthy Streets Approach
- LTCP 33 - Parking Management
- COTP Action 5 - Parking
- COTP Action 12 - Cycle Parking
- LTCP 38 and COTP Action 22 - Micromobility
- LTCP 39 - Car Clubs

Adding car parking will encourage car ownership and make driving easier, working directly against the headline LTCP car trip reduction goal. LTCP Policy 33 is quite explicit: "Take measures to reduce and restrict car parking availability." COTP Action 5 calls for "a consolidation and/or a reduction in public parking provision where appropriate".

In contrast, increasing cycle parking will make cycling easier and contribute to the headline LTCP goal for cycle trips. The user hierarchy in LTCP 1 suggests cycling parking should be prioritised over car parking and LTCP 33 is explicit: "Ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy". LTCP 7 talks about addressing "common barriers to cycling such as lack of bike parking" and COTP Action 12 includes delivering "a network of on-street residential cycle hangers across the area".

In Oxford, cycle parking has been concentrated at destinations, with almost no provision for public cycle parking on residential streets and only the three bike hangars deployed in Jericho for secure resident on-street parking. Lambeth's policy is to provide public cycle parking every 50m and secure resident parking every 100m, on every street. Oxfordshire does not have anything that explicit as a goal, but the policies above suggest those should be provided. There is currently a real shortage of cycle parking, both for many residents with constrained off-street space and for visitors, leading to cycles being parked on footways, locked to fences or lamp posts or signs.

	<p>LTCP 8 includes as a goal "Shaping the built environment, green spaces and infrastructure at a local level to improve health and wellbeing". And COTP Action 19 suggests "Public realm measures such as parklets where on-street car parking space is repurposed as a social space with seating and planting". This suggests considering street trees (which positively affect mental health as well as helping with temperature moderation) and gardens, seating, and parklets. LTCP 8 also explicitly requires use of the Healthy Streets "Design Check Tool", but this does not appear to have been used for the proposed schemes.</p> <p>LTCP 38 includes as a goal "to manage, monitor and support the use of passenger micromobility" and COTP Actions 12 and 22 include delivering "a public hire cycle scheme including e-bikes" and "an e-scooter hire scheme across central Oxfordshire". Provision of adequate hire-scooter/cycle bays is an essential part of this. The county is working with Lime and Voi to expand their provision - Lime has suggested 1000 hire e-bikes instead of the 100 they currently have deployed – which will require a greatly expanded network of parking bays across the city. This will require significant reallocation of space from car parking, so finding such spaces should be a key part of the renewal or upgrade of any CPZ.</p> <p>LTCP 39 says "We will support the provision of zero emission shared cars and car clubs". Have the car club operators been approached to see if any of the spaces involved would be suitable as car-club parking bays?</p> <p>Having a coordinated kerbside strategy would avoid different teams surveying the same streets for different purposes: one team trying to find spaces for hire cycle and scooter parking bays, one looking at public cycle parking, one looking at where street trees might be most valuable, one trying to improve car parking provision, one trying to improve walking and cycling routes, one co-ordinating car-club provision, and so forth. (We do not appear to have anyone tasked with deploying bike hangars or other secure resident parking facilities, or anyone looking at the possibilities for parklets or mini play areas.)</p>						
(o25) Local resident, (Oxford, East Avenue)	<p>Do you live within the CPZ ? Yes</p> <table> <tr> <td>Bath Street – Support</td><td>Jeune Street – Object</td></tr> <tr> <td>Boulter Street – Support</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> </table>	Bath Street – Support	Jeune Street – Object	Boulter Street – Support	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object
Bath Street – Support	Jeune Street – Object						
Boulter Street – Support	Leon Close – Object						
Caroline Street – Object	Nye Bevan Close – Object						

	<div>Cave Street – Object</div> <div>York Place – Support</div> <p>There is already too much road space devoted to car parking in East Oxford. This creates dangerous roads for pedestrians and cyclists. We should not be creating more parking spaces when our roads can't support the additional traffic.</p>								
(o26) Local resident, (Oxford, Harold Hicks Place)	<p>Do you live within the CPZ ? Yes</p> <table> <tr> <td>Bath Street – Support</td><td>Jeune Street – Support</td></tr> <tr> <td>Boulter Street – Support</td><td>Leon Close – Support</td></tr> <tr> <td>Caroline Street – Support</td><td>Nye Bevan Close – Support</td></tr> <tr> <td>Cave Street – Support</td><td>York Place – Support</td></tr> </table> <p>Important to make improvements for safe walking and wheeling</p>	Bath Street – Support	Jeune Street – Support	Boulter Street – Support	Leon Close – Support	Caroline Street – Support	Nye Bevan Close – Support	Cave Street – Support	York Place – Support
Bath Street – Support	Jeune Street – Support								
Boulter Street – Support	Leon Close – Support								
Caroline Street – Support	Nye Bevan Close – Support								
Cave Street – Support	York Place – Support								
(o27) Local resident, (Oxford, Hill Top Road)	<p>Do you live within the CPZ ? Yes</p> <table> <tr> <td>Bath Street – Support</td><td>Jeune Street – Support</td></tr> <tr> <td>Boulter Street – Support</td><td>Leon Close – Support</td></tr> <tr> <td>Caroline Street – Support</td><td>Nye Bevan Close – Support</td></tr> <tr> <td>Cave Street – Support</td><td>York Place – Partially support/concerns</td></tr> </table> <p>The additional parking space on York Place looks very oddly sited, if it's really needed surely it should be sited on the East side of the turning head? Otherwise the addition of shared short stay parking spaces and additional cycle parking is very welcome.</p>	Bath Street – Support	Jeune Street – Support	Boulter Street – Support	Leon Close – Support	Caroline Street – Support	Nye Bevan Close – Support	Cave Street – Support	York Place – Partially support/concerns
Bath Street – Support	Jeune Street – Support								
Boulter Street – Support	Leon Close – Support								
Caroline Street – Support	Nye Bevan Close – Support								
Cave Street – Support	York Place – Partially support/concerns								

(o28) Local resident, (Oxford, Hurst Street)	<div>Do you live within the CPZ ? Yes</div> <table border="1" data-bbox="577 293 2105 542"> <tr> <td>Bath Street –</td><td>Jeune Street –</td></tr> <tr> <td>Boulter Street –</td><td>Leon Close –</td></tr> <tr> <td>Caroline Street –</td><td>Nye Bevan Close –</td></tr> <tr> <td>Cave Street –</td><td>York Place –</td></tr> </table> <div>Na</div>	Bath Street –	Jeune Street –	Boulter Street –	Leon Close –	Caroline Street –	Nye Bevan Close –	Cave Street –	York Place –
Bath Street –	Jeune Street –								
Boulter Street –	Leon Close –								
Caroline Street –	Nye Bevan Close –								
Cave Street –	York Place –								
(o29) Local resident, (Oxford, Hurst street)	<div>Do you live within the CPZ ? Yes</div> <table border="1" data-bbox="577 750 2105 999"> <tr> <td>Bath Street – Partially support/concerns</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Partially support/concerns</td></tr> <tr> <td>Caroline Street – Partially support/concerns</td><td>Nye Bevan Close – Partially support/concerns</td></tr> <tr> <td>Cave Street – Partially support/concerns</td><td>York Place – Partially support/concerns</td></tr> </table> <div> Concerns on cycling “bay” ? What is it? Can we have proper Sheffield stand. Can we stop on pavement parking. car are getting wider every year! </div>	Bath Street – Partially support/concerns	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Partially support/concerns	Caroline Street – Partially support/concerns	Nye Bevan Close – Partially support/concerns	Cave Street – Partially support/concerns	York Place – Partially support/concerns
Bath Street – Partially support/concerns	Jeune Street – Partially support/concerns								
Boulter Street – Partially support/concerns	Leon Close – Partially support/concerns								
Caroline Street – Partially support/concerns	Nye Bevan Close – Partially support/concerns								
Cave Street – Partially support/concerns	York Place – Partially support/concerns								
(o30) Local resident, (Oxford, Hurst Street)	<div>Do you live within the CPZ ? Yes</div> <table border="1" data-bbox="577 1308 2105 1361"> <tr> <td>Bath Street – Support</td><td>Jeune Street – Support</td></tr> </table>	Bath Street – Support	Jeune Street – Support						
Bath Street – Support	Jeune Street – Support								

	Boulter Street – Support	Leon Close – Support
	Caroline Street – Support	Nye Bevan Close – Support
	Cave Street – Support	York Place – Support
	It supports visitor parking without permits	
(o31) Local resident, (Oxford, James Street)	Do you live within the CPZ ? Yes	
	Bath Street – Partially support/concerns	Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Partially support/concerns
	I am opposed to the expansion of shared use parking bays. This undermines the aims of the county's Local Transport and Connectivity Plan and impacts the principle of permit-based Controlled Parking Zones. In the case of Caroline Street, Cave Street, Jeune Street, Leon Close, and Nye Bevan Close I also object to the failure to include bike parking areas in the proposals.	
(o32) Local resident, (Oxford, Jeune Street)	Do you live within the CPZ ? Yes	
	Bath Street –	Jeune Street – Support
	Boulter Street –	Leon Close –
	Caroline Street –	Nye Bevan Close –
	Cave Street –	York Place –

	After the closure of Jeune street at the St Clements end we have a number of problems with people turning around and bashing into bollards etc. Therefore I support the proposal to change the layout.	
(o33) Local resident, (Oxford, Jeune Street)	Do you live within the CPZ ? Yes	
	Bath Street –	Jeune Street – Support
	Boulter Street –	Leon Close –
	Caroline Street –	Nye Bevan Close –
	Cave Street –	York Place –
	<p>I am responding to the consultation on Jeune Street. The realignment of parking spaces at the bollarded end of the street is urgently needed to allow vehicles room to make a U-turn. I strongly support this. I want to add the following: I notice that other East Oxford streets are being given new bike parking. This is something that is urgently needed on Jeune Street. The sole parking area for bikes is at the bollarded end - where there is only provision for a very few bikes. The properties on Jeune Street lack space in front for bikes, and those who park them in the back gardens must carry them through their homes. Moreover, given that bicycle theft is epidemic in Oxford, there should be greater effort put into offering SECURE places for people to lock their bikes. This is important if the city and county want people to get out of cars and use active travel. This area should be a prime area to receive bike hangars, which have recently been installed in Jericho on Cranham, Nelson, and Great Clarendon streets. We on the street would be grateful to have these options. One other issue for Jeune Street concerns signage: it is still not made clear where resident parking only begins or where temporary parking is allowed. This should be improved, with better signage and marking. At present it is confusing. Thus, many visitors drive back and forth on the street looking for parking because, in contrast, the other bollarded streets in the neighbourhood have signs clearly stating that the parking is for residents only.</p>	
(o34) Local resident, (Oxford, Jeune Street)	Do you live within the CPZ ? Yes	
	Bath Street –	Jeune Street – Support

	Boulter Street – Partially support/concerns	Leon Close –
	Caroline Street –	Nye Bevan Close –
	Cave Street –	York Place –
	I am happy with the addition of the bicycle spots on Boulter but am concerned with the opening up of parking to non-residents during the daytime.	
(o35) Local resident, (Oxford, Jeune Street)	Do you live within the CPZ ? Yes	
	Bath Street –	Jeune Street – Support
	Boulter Street –	Leon Close –
	Caroline Street –	Nye Bevan Close –
	Cave Street –	York Place –
	No objections	
(o36) Local resident, (Oxford, Leon Close)	Do you live within the CPZ ? Yes	
	Bath Street –	Jeune Street –
	Boulter Street –	Leon Close – Object
	Caroline Street –	Nye Bevan Close –
	Cave Street –	York Place –

	<p>1) Small children play on Leon Close (because they have nowhere else); traffic is already heavy enough to constrain this.</p> <p>2) There is already more than enough late night noise from vehicles and groups.</p> <p>3) The public parking attracts fly-tippers, who are a regular, persistent, long standing and increasing problem on the street, as the Streetscene department can tell you.</p>								
(o37) Local resident, (Oxford, Leon Close)	<p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr> <td>Bath Street –</td><td>Jeune Street –</td></tr> <tr> <td>Boulter Street –</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street –</td><td>Nye Bevan Close –</td></tr> <tr> <td>Cave Street –</td><td>York Place –</td></tr> </table> <p>I am writing to formally object to the proposed implementation of parking bays opposite our property on Leon Close. My concerns relate to driveway access, road safety, and overall traffic flow.</p> <p>1. Driveway Access and Safety We regularly park a 5.3m-long van in our driveway. Unlike a standard car, a vehicle of this size requires a significantly wider turning radius to exit safely. At present, the double yellow line (DYL) opposite our property provides essential clearance, allowing us to swing the front of the van out while reversing without obstruction.</p> <p>If parking bays are introduced directly opposite, this manoeuvring space will be lost. The van would need to reverse at a much sharper angle, increasing the risk of:</p> <p>Scraping adjacent vehicles parked in the proposed bays Mounting the kerb and damaging property Blocking traffic flow while performing multiple adjustments</p> <p>To illustrate the severity of the issue, I have measured the available space between the front of my van and the position where a car would be parked in the proposed bay opposite. Based on these measurements, my vehicle would</p>	Bath Street –	Jeune Street –	Boulter Street –	Leon Close – Object	Caroline Street –	Nye Bevan Close –	Cave Street –	York Place –
Bath Street –	Jeune Street –								
Boulter Street –	Leon Close – Object								
Caroline Street –	Nye Bevan Close –								
Cave Street –	York Place –								

	<p>require a five-point turn to exit the driveway safely. This is under ideal conditions, with no additional vehicle parked alongside in my driveway. If another car were present, the manoeuvre would become even more complex and hazardous, further obstructing traffic and increasing collision risk.</p> <p>This situation is not only impractical but also unsafe for all road users. Leon Close is a narrow residential road, and prolonged reversing manoeuvres will create congestion and potential accidents.</p> <p>2. Visibility and Road Safety</p> <p>The proposed bays near the cul-de-sac between numbers 24 and 15 Leon Close would further reduce visibility for vehicles exiting the cul-de-sac. This area already has private parking bays on the bend, which limits sightlines. The existing DYL currently acts as a safety buffer, enabling vehicles entering Leon Close to pull over and improving visibility for those exiting. Removing this facility will create blind spots and significantly increase the likelihood of accidents, particularly involving pedestrians and cyclists.</p> <p>3. Traffic Flow Concerns</p> <p>If bays are installed, vehicles entering Leon Close may be forced to drive on the right-hand side of the road due to parked cars, creating a dangerous head-on conflict with vehicles exiting the cul-de-sac. This change would compromise the safety of all road users and increase congestion in an already constrained space.</p> <p>4. Existing Design Logic</p> <p>Current parking bays on Leon Close are positioned in wider sections of the road, where there is sufficient space for manoeuvring and visibility. The proposed location is narrower and unsuitable for additional bays without introducing significant safety hazards. The existing DYL is not arbitrary—it serves a critical function in maintaining safe access and traffic flow.</p> <p>In summary:</p> <p>The proposed bays will make it impossible to exit our driveway safely without multiple complex manoeuvres. Visibility for vehicles and pedestrians will be severely compromised. Traffic flow will be disrupted, creating dangerous situations for residents and visitors. For these reasons, I strongly urge the council to retain the existing double yellow lines and reconsider the proposed parking bay placement. Safety for residents and road users must remain the priority.</p>
(o38) Local resident, (Oxford, Leon Close)	Do you live within the CPZ ? Yes

Bath Street –	Jeune Street –
Boulter Street –	Leon Close – Object
Caroline Street –	Nye Bevan Close –
Cave Street –	York Place –

Second resident - same objection

I am writing to formally object to the proposed implementation of parking bays opposite our property on Leon Close. My concerns relate to driveway access, road safety, and overall traffic flow.

1. Driveway Access and Safety

We regularly park a 5.3m-long van in our driveway. Unlike a standard car, a vehicle of this size requires a significantly wider turning radius to exit safely. At present, the double yellow line (DYL) opposite our property provides essential clearance, allowing us to swing the front of the van out while reversing without obstruction.

If parking bays are introduced directly opposite, this maneuvering space will be lost. The van would need to reverse at a much sharper angle, increasing the risk of:

Scraping adjacent vehicles parked in the proposed bays
Mounting the kerb and damaging property
Blocking traffic flow while performing multiple adjustments

To illustrate the severity of the issue, I have measured the available space between the front of my van and the position where a car would be parked in the proposed bay opposite. Based on these measurements, my vehicle would require a five-point turn to exit the driveway safely. This is under ideal conditions, with no additional vehicle parked alongside in my driveway. If another car were present, the maneuver would become even more complex and hazardous, further obstructing traffic and increasing collision risk.

This situation is not only impractical but also unsafe for all road users. Leon Close is a narrow residential road, and prolonged reversing maneuvers will create congestion and potential accidents.

2. Visibility and Road Safety

	<p>The proposed bays near the cul-de-sac between numbers 24 and 15 Leon Close would further reduce visibility for vehicles exiting the cul-de-sac. This area already has private parking bays on the bend, which limits sightlines. The existing DYL currently acts as a safety buffer, enabling vehicles entering Leon Close to pull over and improving visibility for those exiting. Removing this facility will create blind spots and significantly increase the likelihood of accidents, particularly involving pedestrians and cyclists.</p> <p>3. Traffic Flow Concerns If bays are installed, vehicles entering Leon Close may be forced to drive on the right-hand side of the road due to parked cars, creating a dangerous head-on conflict with vehicles exiting the cul-de-sac. This change would compromise the safety of all road users and increase congestion in an already constrained space.</p> <p>4. Existing Design Logic Current parking bays on Leon Close are positioned in wider sections of the road, where there is sufficient space for maneuvering and visibility. The proposed location is narrower and unsuitable for additional bays without introducing significant safety hazards. The existing DYL is not arbitrary—it serves a critical function in maintaining safe access and traffic flow.</p> <p>In summary: The proposed bays will make it impossible to exit our driveway safely without multiple complex maneuvers. Visibility for vehicles and pedestrians will be severely compromised.</p> <p>Traffic flow will be disrupted, creating dangerous situations for residents and visitors. For these reasons, I strongly urge the council to retain the existing double yellow lines and reconsider the proposed parking bay placement. Safety for residents and road users must remain the priority.</p>								
(o39) Local resident, (Oxford, leon close)	<p>Do you live within the CPZ ? Yes</p> <table> <tr> <td>Bath Street – Partially support/concerns</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Support</td></tr> <tr> <td>Caroline Street – Support</td><td>Nye Bevan Close – Support</td></tr> <tr> <td>Cave Street – Partially support/concerns</td><td>York Place – Partially support/concerns</td></tr> </table>	Bath Street – Partially support/concerns	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Support	Caroline Street – Support	Nye Bevan Close – Support	Cave Street – Partially support/concerns	York Place – Partially support/concerns
Bath Street – Partially support/concerns	Jeune Street – Partially support/concerns								
Boulter Street – Partially support/concerns	Leon Close – Support								
Caroline Street – Support	Nye Bevan Close – Support								
Cave Street – Partially support/concerns	York Place – Partially support/concerns								

	remove all pedal cycle parking place and only allow cars to be parked	
(o40) Local resident, (Oxford, Leon Close)	Do you live within the CPZ ? Yes	
	Bath Street – Object	Jeune Street – Object
	Boulter Street – Object	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Object
	Our street is already filled with the cars parked all day long. People block access to our driveways. And traffic wardens don't issue any tickets to the people who parked there cars regularly on the road for whole day long, sometimes for whole week. Making it really difficult for our family visitors and friends to find a place to park. With more parking bays there will be even more cars on the road which will only increase the problem for the local residents.	
(o41) Local resident, (Oxford, Lytton Road)	Do you live within the CPZ ? Yes	
	Bath Street –	Jeune Street –
	Boulter Street –	Leon Close –
	Caroline Street –	Nye Bevan Close –
	Cave Street –	York Place –
	Vehicle owners who live in these roads need somewhere to park.	

<p>(o42) Local resident, (Oxford, Marston Street)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 293 2110 542"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Object</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Partially support/concerns</td></tr> </table> <p>Living in nearby street (Marston Street) within the East Oxford CPZ, I often walk and cycle here with my two young children under age two. I support the creation of cycle spaces, but overall would strongly object to any short-stay visitor parking, which seems contrary to broader council policy for active travel. Additionally, I own a car (for travel outside Oxford) and sometimes need to park it in these streets using my resident's permit (East Oxford CPZ).</p>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Object	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Partially support/concerns
Bath Street – Object	Jeune Street – Partially support/concerns								
Boulter Street – Object	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Partially support/concerns								
<p>(o43) As part of a group/organisation, (Oxford, Morrell Avenue)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 852 2110 1101"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Object</td></tr> <tr> <td>Boulter Street – Object</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Object</td></tr> </table> <p>This response is made on behalf of the Morrell Avenue Area Residents' Association in line with committee decision making.</p> <p>As the residents' organization for the area directly around and linking Nye Bevan Close, we can provide local insights into the context of the proposals for Nye Bevan Close.</p>	Bath Street – Object	Jeune Street – Object	Boulter Street – Object	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Object
Bath Street – Object	Jeune Street – Object								
Boulter Street – Object	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Object								

In summary, adding any parking provision to Nye Bevan Close, and especially adding general parking provision, is a bad idea.

The only way to access Nye Bevan Close is using Morrell Avenue and the top of East Avenue.

Adding parking provision would increase the traffic pressure and vehicle movements on both Morrell Avenue and at the top of East Avenue. The junction where Nye Bevan Close joins East Avenue is unprioritized meaning that in practice many vehicles do not indicate their intention to turn into Nye Bevan Close or their direction when exiting. As such, the junction is already a heightened danger area for pedestrians crossing the end of Nye Bevan Close because most pedestrians assume cars that are not indicating are not turning into Nye Bevan Close across their path when in fact that is exactly what the cars do, resulting in many a close call.

Therefore, this proposal would not only add to the traffic danger on Morrell Ave, but would also add extra traffic danger to the top of East Avenue, which is a major pedestrian route from Cowley Road to South Park, Brookes University, Cheney School, Warneford and Churchill hospitals, etc. Nye Bevan Close itself is a significant pedestrian route connecting Manzil Way and the Central Oxford Mosque, Asian Cultural Centre, the two medical centres, the Manzil Resource Centre and Restore.

Morrell Ave is already well beyond safe limits for traffic and speeds: a professional dual-tube Traffic Watch survey from 24th to 30th April earlier this year determined the 24h weekday average to be 5698 PCU, and the 8am-9am rush hour total to be 461 PCU. Over 83% speed faster than the 20mph speed limit and over 13% speed over 30mph. Despite being a Cycle Quickway, the traffic count figures are well over twice the safe limit for mixing cycling with traffic (on both the per day and per hour basis) and are obviously bad for pedestrian safety. These numbers need to be dramatically reduced. It would be madness to take action to increase these dangerous numbers to greater heights. If anything, we need more official places to park the public e-scooters that litter the pavements and currently get in pedestrians way, sometimes dangerously. These e-scooters are heavy and tricky to move out of the way for able-bodied adults. Anyone with mobility trouble has no chance of dealing with a public e-scooter blocking their path. We suggest assigning on-street bays to public e-scooter (and public e-bike) parking instead.

We are not as informed about the traffic numbers and pedestrian flows on St Clements (regarding Bath St, Boulter St, Caroline St, Cave St, Leon Close and York Place) or Cowley Rd (regarding Jeune St), but it is clear enough that the same argument applies: adding parking provision (especially general parking provision) to these side streets will simply increase the danger for pedestrians and cyclists on St Clements and Cowley Rd by increasing the traffic movements into these side streets. Surely any such action would make a mockery of the Council's goals, not least Vision Zero?

	Adding on-street cycle parking seems like an excellent idea, so we fully support the proposed cycle parking.	
(o44) Local resident, (Oxford, Nye Bevan Close)	Do you live within the CPZ ? Yes	
	Bath Street –	Jeune Street –
	Boulter Street –	Leon Close –
	Caroline Street –	Nye Bevan Close – Object
	Cave Street –	York Place –
	<p>I live in a shared house in Nye Bevan Close with four other people. We have three cars on our drive way as myself and two of the other residents are community health clinicians who work for Oxford health. We therefore need our cars for work and all regularly access to our drive way through the day. Our drive is quite tight and difficult to get in as it stands, and with your proposed plans of putting parking bays in front of our drive we will be unable to use it. There is no other available parking in the area for one car let alone three and any visitors we may have, which can currently also fit on our drive way. Putting in these parking bays will significantly increase our stress as we will be unable to easily park after a difficult day supporting people within our community. I therefore strongly implore you to re think these plans as the minute impact for the wider Oxford community will significantly impact those living at Nye Bevan.</p>	
(o45) Local resident, (Oxford, Nye Bevan Close)	Do you live within the CPZ ? Yes	
	Bath Street –	Jeune Street – Partially support/concerns
	Boulter Street –	Leon Close – Object
	Caroline Street –	Nye Bevan Close – Object
	Cave Street –	York Place –

	<p>As a resident of Nye Bevan Close, I strongly object to the proposal for the CPZ introduction. Specifically the introduction of the parking bays opposite houses 1-4 as they will not only affect those residents but those on the other side of the road who have their driveways opposite.</p> <p>Yet again another awful proposal causing more division and strong views against the local authority from the residents and communities of the city. Well done.</p>	
(o46) Local resident, (Oxford, Nye Bevan Close)	Do you live within the CPZ ? Yes	
	Bath Street – Support	Jeune Street – Support
	Boulter Street – Support	Leon Close – Support
	Caroline Street – Support	Nye Bevan Close – Object
	Cave Street – Support	York Place – Support
	<p>As I live at number 9 Nye Bevan Close and I park my car in the drive at the back of my house as there isn't any parking at the front of my house because of too many cars. The Council are proposing two hour shared use 8am-6.30pm behind my house adjacent to 1-4 Nye Bevan Close. Can you tell me if cars are parked there how the hell am I going to park my car in my own driveway? I'm objecting to this proposal and yellow lines should stay as number 8,9 and 10 Nye Bevan Close driveways are at the back of our houses.</p>	
(o47) Local resident, (Oxford, Nye Bevan close)	Do you live within the CPZ ? Yes	
	Bath Street –	Jeune Street –
	Boulter Street –	Leon Close –
	Caroline Street –	Nye Bevan Close – Object
	Cave Street –	York Place –

	<p>I wish to object to the proposed plan for the bayed parking, as the current layout would obstruct or significantly restrict access to both my driveway and my neighbour’s driveway. The positioning of the bays creates a direct conflict with existing vehicle access points, making safe entry and exit from our properties difficult or potentially impossible. This not only interferes with residents’ right of access but also raises legitimate safety concerns for vehicles and pedestrians using the area.</p> <p>The proposal fails to maintain adequate clearance for established vehicular access, contrary to principles of good design and highway safety. I therefore request that the plan be reviewed and amended to ensure unrestricted, safe, and practical access to all affected driveways.</p>	
(o48) Local resident, (Oxford, Nye Bevan Close)	Do you live within the CPZ ? Yes	
	Bath Street –	Jeune Street –
	Boulter Street –	Leon Close –
	Caroline Street –	Nye Bevan Close – Object
	Cave Street –	York Place –
	<p>I disagree with the proposal of putting 2 hour parking bays on Nye Bevan House. If this is to happen myself and my two other housemates will not be able to access our driveway to park our cars. I feel this is not very fair considering we pay rent for this part of land. Myself and my housemates all work for the NHS in the community and need our cars for work- it makes a significant difference to be able to park our cars on our drive</p>	
(o49) Local resident, (Oxford, oxford road)	Do you live within the CPZ ? Yes	
	Bath Street – Object	Jeune Street – Object
	Boulter Street – Object	Leon Close – Object

	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Object
	you dont care what we say - you will only do what you want as previous consultations	
(o50) Local resident, (Oxford, Percy Street)	Do you live within the CPZ ? Yes	
	Bath Street –	Jeune Street –
	Boulter Street –	Leon Close –
	Caroline Street –	Nye Bevan Close –
	Cave Street –	York Place –
	This is not a part of town I go to	
(o51) Local resident, (Oxford, Southfield)	Do you live within the CPZ ? Yes	
	Bath Street – Support	Jeune Street – Support
	Boulter Street – Support	Leon Close – Support
	Caroline Street – Support	Nye Bevan Close – Support
	Cave Street – Support	York Place – Support
	Support	

<p>(o52) Local resident, (Oxford, Southfield Road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 293 2105 542"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Partially support/concerns</td></tr> </table> <p>I oppose the change of permit parking to shared use (permit or short-stay parking) on the side streets off St Clements. Increasing parking of this kind on these minor roads will result in more drivers going up and down them looking for parking spaces. More motor vehicles turning off and onto the main road will reduce safety and slow traffic flow. It will increase driving to this area for those in search of a parking space. More cycle parking, such as Sheffield stands and secure places for residents to park their bikes, in all these locations is desirable. Cycle parking should be prioritised over additional car parking. This is contrary to the Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP), among other policies, as set out in the Cyclox response to this consultation. I object to the proposals for additional car parking in Bath Street, Caroline Street, Cave Street, Leon Close, and Nye Bevan close. I support the addition of cycle parking in Boulter St but oppose the provision of free short-stay car parking. I support the proposed cycle parking in York Place, but object to the single shared use parking bay. I have reviewed, and endorse the more detailed comments in relation to specific streets set out in the response from Cyclox.</p>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Partially support/concerns
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Boulter Street – Partially support/concerns	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Partially support/concerns								
<p>(o53) Local resident, (Oxford, St Clements St)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 1123 2105 1367"> <tr> <td>Bath Street – Object</td><td>Jeune Street –</td></tr> <tr> <td>Boulter Street –</td><td>Leon Close –</td></tr> <tr> <td>Caroline Street –</td><td>Nye Bevan Close –</td></tr> <tr> <td>Cave Street –</td><td>York Place –</td></tr> </table>	Bath Street – Object	Jeune Street –	Boulter Street –	Leon Close –	Caroline Street –	Nye Bevan Close –	Cave Street –	York Place –
Bath Street – Object	Jeune Street –								
Boulter Street –	Leon Close –								
Caroline Street –	Nye Bevan Close –								
Cave Street –	York Place –								

	Permit Holder only bay on Bath Street shouldn't be replaced	
(o54) As part of a group/organisation, (Abingdon, Bostock Road)	Do you live within the CPZ ? No	
	Bath Street – Object	Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Partially support/concerns
	<p>This response is on behalf of CoHSAT, the Coalition for Healthy Streets and Active Travel. Overall, we are concerned that these changes in advance of a full kerbside strategy work against the LTCP strategy to prioritise active travel and public transport, and may need to be reversed.</p> <p>Bath St, Boulter St, Cave St: We object to the conversion of resident permit bays into shared bays. These introduce additional free parking and encourage driving and visitors to seek parking spots in residential streets.</p> <p>Caroline St, Cave St, Jeune St, Leon Close, Nye Bevan Close, York Place - instead of adding parking, other more sustainable uses should be considered first, including: cycle parking, rental e-scooter/e-bike bays, benches, parklets, SUDs, or car club bays for example.</p> <p>Boulter St and York Place we support the additional cycle parking.</p>	
(o55) Local resident, (East Oxford, Bartlemas)	Do you live within the CPZ ? No	
	Bath Street – Object	Jeune Street – Object
	Boulter Street – Object	Leon Close – Object

	Caroline Street – Object		Nye Bevan Close – Object
	Cave Street – Object		York Place – Object
	Object to all as it seems objectives not met - if you increase car parking availability then road safety decreases because of vehicle movements.		
	Further there seems to be only 3 (three) new cycle racks planned in this consultation - is this a joke?! This shows a desperate lack of ambition to improve active travel provision in this area.		
	NB Caroline Street changes are shown on its map but is missed out (as far as I can tell) in any further documents here.		
(o56) Local resident, (East Oxford, but in the Divinity Road CPZ area, Parsons Place)	Do you live within the CPZ ? No		
	Bath Street – Object		Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns		Leon Close – Object
	Caroline Street – Object		Nye Bevan Close – Object
	Cave Street – Object		York Place – Partially support/concerns
	In the case of all my partial responses I want to encourage the installation of more cycle parking and discourage shared short-stay car parking.		
(o57) Local resident, (Greater Leys, Peartree Close)	Do you live within the CPZ ? No		
	Bath Street – Support		Jeune Street – Support
	Boulter Street – Support		Leon Close – Support

	Caroline Street – Support	Nye Bevan Close – Support
	Cave Street – Support	York Place – Support
	It is always a good idea to have safer places for us to lock our bikes and generally make the roads safer and secure	
(o58) Local resident, (Headington, Bateman St)	Do you live within the CPZ ? No	
	Bath Street –	Jeune Street – Support
	Boulter Street –	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Object
	The current plans seem to prioritise visitor parking over resident parking. While additional spaces for Pedal parking are welcome, it would be nice to see residents prioritised rather than additional parking created for through-traffic. There also seems to be a focus on adding parking without removing it from major thoroughfares such as Cowley Road, where it currently contributes to poor bus services and traffic jams.	
(o59) Local resident, (Headington, Old High Street)	Do you live within the CPZ ? No	
	Bath Street – Object	Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Partially support/concerns
	Boulter Street. Support the addition of cycle parking, but oppose the provision of free short-stay car parking.	

	<p>Jeune Street. consideration should be given to reallocating some space to cycle parking and/or to a hire cycle parking bay ESPECIALLY near the cinema.</p> <p>York Place. support the proposed cycle parking, but object to the single shared use parking bay.</p>	
(o60) Local resident, (Jericho, Plantation Road)	Do you live within the CPZ ? No	
	Bath Street – Object	Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Partially support/concerns
	The council should not be looking to add car parking and particularly not in residential areas.	
(o61) Local resident, (Littlemore, Alice Smith sq)	Do you live within the CPZ ? No	
	Bath Street – Partially support/concerns	Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns	Leon Close – Partially support/concerns
	Caroline Street – Partially support/concerns	Nye Bevan Close – Partially support/concerns
	Cave Street – Partially support/concerns	York Place – Partially support/concerns
	I wish for more cycle parking. Remove as much car space as possible but please put a few bike racks as well. There is no space to safely! Leave the bike in the area	

<p>(o62) Local resident, (Littlemore, Long Lane)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 293 2110 542"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Partially support/concerns</td></tr> </table> <p>I strongly feel any changes to current parking arrangements are an opportunity for positive change. Positive change means increasing the opportunities for residents and visitors to Oxford to cycle, walk and use climate and family friendly modes of transport. Adding or moving vehicle parking, but not adding extra cycle parking or benches or planting to increase the aesthetic look and biodiversity of a street is a huge missed opportunity and mistake. Please consider making changes to these proposal so that the city is less clogged with cars and people are encouraged and able to travel is a healthy and sustainable way.</p>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Partially support/concerns
Bath Street – Object	Jeune Street – Partially support/concerns								
Boulter Street – Partially support/concerns	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Partially support/concerns								
<p>(o63) Member of public, (Marston, Elms Drive)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 919 2110 1168"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Object</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Partially support/concerns</td></tr> </table> <p>There is a real shortage of cycle parking in this area. I am there several times every week, and often struggle to find spaces when trying to use local businesses. It is important that increased cycle parking for the public is part of the amendments in all these locations.</p>	Bath Street – Object	Jeune Street – Object	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Partially support/concerns
Bath Street – Object	Jeune Street – Object								
Boulter Street – Partially support/concerns	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Partially support/concerns								

(o64) Local business, (Oxford, Angel Court)	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 293 2110 542"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Partially support/concerns</td></tr> </table> <p>Boulter Street: support the addition of cycle parking, but oppose the provision of free short-stay car parking Jeune Street: consideration should be given to reallocating some space here to cycle parking and/or to a hire cycle parking bay.</p> <p>York Pl: support the proposed cycle parking, but object to the single shared use parking bay.</p> <p>The reasons for our responses are that the council must adhere to its own policy goals, enshrined in the LTCP. We understand that **some** businesses will be asking for more parking, which is natural. But it is also the case that businesses _universally_ overestimate the proportion of their patronage associated with private-car transportation.</p>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Partially support/concerns
Bath Street – Object	Jeune Street – Partially support/concerns								
Boulter Street – Partially support/concerns	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Partially support/concerns								
(o65) Local resident, (Oxford, Badger's Walk)	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 1021 2110 1270"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Partially support/concerns</td></tr> </table> <p>I support the added provision of cycle parking but I object to the addition of car parking in each location. Please ensure all new cycle parking installed is Sheffield stands with sufficient spacing for cargo bike parking.</p>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Partially support/concerns
Bath Street – Object	Jeune Street – Partially support/concerns								
Boulter Street – Partially support/concerns	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Partially support/concerns								

(o66) Local resident, (Oxford, Benson Road)	<p>Do you live within the CPZ ? No</p> <table> <tr> <td>Bath Street – Object</td><td>Jeune Street – Object</td></tr> <tr> <td>Boulter Street – Object</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Object</td></tr> </table> <p>The proposals are inconsistent with the county's stated desire to encourage active travel and public transport use. In particular, the addition of many 2 hour free parking spots to the St Clement's area will encourage more people to drive. The use of side streets for free on-street parking for shops encourages car visitors to drive around looking for a free space rather than just use the local city council car park. This increases road danger particularly for pedestrians crossing those side streets, and will cause traffic and delays to buses, and will take away revenue from the city council car parks. Encouraging more people to drive into central Oxford conflicts with the stated goals of the county council to improve bus services. The proposal should be dropped and instead look into removing car parking where it is causing danger to pedestrians and cyclists or causing delays to buses. A good example would be to remove the on-street parking on Cowley Road, and the persistent illegal parking in the LTN stubs e.g. Stockmore street should be addressed.</p>	Bath Street – Object	Jeune Street – Object	Boulter Street – Object	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Object
Bath Street – Object	Jeune Street – Object								
Boulter Street – Object	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Object								
(o67) Local resident, (Oxford, Boundary Brook Rd)	<p>Do you live within the CPZ ? No</p> <table> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Object</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> </table>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Object	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object		
Bath Street – Object	Jeune Street – Partially support/concerns								
Boulter Street – Object	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								

	<table border="1" data-bbox="577 193 2107 252"> <tr> <td data-bbox="577 193 1357 252">Cave Street – Object</td><td data-bbox="1357 193 2107 252">York Place – Object</td></tr> </table> <p>I chose "object" for almost all of the responses because I believe that the changes to allow more short-stay parking will draw more motor vehicle traffic to the area, and especially lead to more people driving in and out of the side-streets off St Clements looking for free parking. Free parking in busy areas is a dreadful idea if we want to reduce car use in line with the councils existing transport plans. If any new short-stay parking is added I think that it should be charged at the same rate as the St Clements car park.</p> <p>Another reason for my objections is that the space would be much better used for providing on-street cycle parking. Official cycle parking is in extremely short supply in this area, which leads to people locking their bikes up on all sorts of unofficial objects (street signs, etc.). Space for rental e-scooters and Lime bikes, etc., would also be a much better use of the space than free short-stay car parking.</p> <p>I support the proposed addition of cycle parking on Boulter Street and York Place. This type of provision should be extended to the other streets.</p> <p>I think that more cycle parking is needed on Jeune Street as well, which is often over-crowded with bikes locked up in an ad-hoc manner. Hire bikes and/or scooters could be added here as well.</p>	Cave Street – Object	York Place – Object						
Cave Street – Object	York Place – Object								
(o68) Local resident, (Oxford, Boundary Brook Rd)	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 970 2107 1219"> <tr> <td data-bbox="577 970 1357 1029">Bath Street – Object</td><td data-bbox="1357 970 2107 1029">Jeune Street – Object</td></tr> <tr> <td data-bbox="577 1029 1357 1088">Boulter Street – Partially support/concerns</td><td data-bbox="1357 1029 2107 1088">Leon Close – Object</td></tr> <tr> <td data-bbox="577 1088 1357 1147">Caroline Street – Object</td><td data-bbox="1357 1088 2107 1147">Nye Bevan Close – Object</td></tr> <tr> <td data-bbox="577 1147 1357 1219">Cave Street – Object</td><td data-bbox="1357 1147 2107 1219">York Place – Partially support/concerns</td></tr> </table> <p>Additional short stay parking just encourages people to drive into the area, and area which is already congested. I would support the suggested short stay parking becoming cycle parking instead, there is very little in that area, and it would be very useful for people taking the Oxford Tube without their bike (I've struggled to find bike parking to do this at 6.30am).</p>	Bath Street – Object	Jeune Street – Object	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Partially support/concerns
Bath Street – Object	Jeune Street – Object								
Boulter Street – Partially support/concerns	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Partially support/concerns								

	I support the additional bike parking on Boulter St and York Place.	
(o69) Local resident, (Oxford, Boundary Brook Rd)	Do you live within the CPZ ? No	
	Bath Street – Partially support/concerns	Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns	Leon Close – Partially support/concerns
	Caroline Street – Partially support/concerns	Nye Bevan Close – Partially support/concerns
	Cave Street – Partially support/concerns	York Place – Partially support/concerns
	<p>I'm pleased that additional on-road bike parking is being made available, but I wish to see much more, particularly when close to shops and local amenities. Bikes are much more space efficient than cars, and their use should be encouraged.</p> <p>I'm supportive of the permits, but wish that parking permits were priced based on the size and weight of the car. If people need cars, we should be encouraging them to have the smallest cars possible. Penalising SUVs (and other large and heavy vehicles) is a sensible step to take. Not only do large cars take up more space, they also cause more damage to the road surface.</p>	
(o70) Local resident, (Oxford, Chester Street)	Do you live within the CPZ ? No	
	Bath Street – Object	Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Partially support/concerns

	I think there should be more cycle parking in Boulter Street, Jeune Street & York Place but not more car parking. Any more car parking will just encourage people into the East Oxford CPZ & add to the traffic & pollution.	
(o71) Local resident, (Oxford, Church Cowley Road)	Do you live within the CPZ ? No	
	Bath Street –	Jeune Street – Partially support/concerns
	Boulter Street –	Leon Close – Partially support/concerns
	Caroline Street –	Nye Bevan Close –
	Cave Street –	York Place –
	<p>Leon Close: There is frequent and blatant illegal parking on this stretch of Cowley Road, including people driving along the pavement in front of the shops between Randolph and Leopold. (Dollar Burger, in the middle of this stretch, even advertises "free parking" on their website). Providing extra parking spaces around the corner won't address this without actual enforcement -- officers are too afraid to ticket anyone along here. If you simply create these new parking spaces, they'll just get more people driving here and hovering around waiting for it to become free, then giving up and parking illegally instead.</p> <p>Jeune St: the existing bike racks here are usually full, with extra bikes tied to railings and street signs in the vicinity. A single one of the proposed new car parking spaces could instead hold multiple bicycles.</p> <p>Throughout the area: the hire bike/scooter parking should be on the carriageway, not on the pedestrian footway. Prioritise fixing that before giving more of the limited road space to storing private cars.</p>	
(o72) Local resident, (Oxford, Florence Park Road)	Do you live within the CPZ ? No	
	Bath Street – Object	Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns	Leon Close – Object

	Caroline Street – Object		Nye Bevan Close – Object
	Cave Street – Object		York Place – Partially support/concerns
	Timed parking bays will just increase traffic movements in these streets by inducing short stay parking demand. This is contrary to your own LTCP. Why do the likes of Cyclox and OLS need to keep helping traffic officers understand their own policies?		
(o73) Local resident, (Oxford, Florence Park Road)	Do you live within the CPZ ? No		
	Bath Street – Support		Jeune Street – Support
	Boulter Street – Support		Leon Close –
	Caroline Street –		Nye Bevan Close –
	Cave Street –		York Place – Support
	More on street cycle parking is a good thing.		
(o74) Local resident, (OXFORD, Glanville Road)	Do you live within the CPZ ? No		
	Bath Street – Object		Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns		Leon Close – Object
	Caroline Street – Object		Nye Bevan Close – Object
	Cave Street – Object		York Place – Partially support/concerns
	I support the addition of cycle parking, but object to the addition of extra car parking.		

<p>(o75) Local resident, (Oxford, Grove St)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 295 2110 542"> <tr> <td>Bath Street – Object</td><td>Jeune Street –</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Partially support/concerns</td></tr> </table> <p>Car parks are provided locally. There is a critical lack of cycle parking in the area. If new parking is to be introduced, it should be bike parking not car parking.</p>	Bath Street – Object	Jeune Street –	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Partially support/concerns
Bath Street – Object	Jeune Street –								
Boulter Street – Partially support/concerns	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Partially support/concerns								
<p>(o76) Local resident, (Oxford, Howard Street)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 782 2110 1029"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Object</td></tr> </table> <p>Bath St - OBJECT See above on the change of restrictions to the car parking. This is also a missed opportunity to provide cycle parking, noting that there is currently no cycle parking on Bath St, or on St Clements on either side of it. There are a number of terrace houses on Bath St with no options for off-street cycle parking, and there are businesses on St Clements, on either side of Bath St, with no cycle parking. Boulter Street: oppose the car parking, support the cycle parking.</p> <p>Caroline St - OBJECT</p>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Object
Bath Street – Object	Jeune Street – Partially support/concerns								
Boulter Street – Partially support/concerns	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Object								

Any spare space here should be used for cycle parking, not for additional car parking. There are terrace houses here with doors opening directly onto the street, and these should be provided with on-street cycle parking options. Cycle parking here is also important for visitors, both to the residences and to the businesses along St Clements - the stretch of St Clements on either side of Caroline St lacks any cycle parking at all.

Cave St - OBJECT

Any additional space here should be used for cycle parking. There are a number of terrace houses whose front doors open directly onto the street, which should be provided with some kind of on-street cycle parking. Visitors to residents on Cave St and Wilson PI will need cycle parking. And while there is some cycle parking for the businesses on St Clements it is not sufficient.

Jeune St - CONCERNS

This seems like a straightforward swap to ensure vehicles can turn in the new stub at the end of the street. However there is a real shortage of cycle parking here, with regular overflow from the existing stands. So consideration should be given to reallocating some space to cycle parking and/or to a hire cycle parking bay.

Leon CI - OBJECT

The retail stretch of Cowley Rd is lethal for cycling - it is possibly the most dangerous stretch of road in Oxford, and is used by Pedal & Post in hazard perception training for new riders. Any changes to the car parking provision here should be part of a larger scheme that includes road danger mitigations, as additional car movements turning into and out of Leon CI will make the situation even worse.

As a major destination, the Cowley Rd shops are going to need provision for large numbers of hire cycles, given the county goal to provide a comprehensive hire-cycle scheme is likely to involve the existing scheme expanding five-fold. Leon CI would be a logical place to put some of this, so any space that can be freed up here should be reserved for that. (And changing it to car parking now will make it harder to subsequently reallocate it.)

Nye Bevan CI - OBJECT

Given the complete lack of visitor cycle parking in the area, at least some of the proposed 22m shared use bay should be allocated for public cycle parking.

York PI - SUPPORT and OBJECT

Support the proposed cycle parking, but object to the single shared use parking bay. We do not want people driving into York Place hoping to find this single parking space free, then having to turn around and drive out. And parking here, especially of a larger SUV or van, seems likely to prevent vehicles turning at all. This seems like a generally unsuitable location for car parking.

	(yes, I have copied from a template provided, but I sense checked it and I believe and trust in the people who wrote it to have done full due diligence on this as more expert than me, so I am adding my name to their thoughts on the consultation).	
(o77) Local resident, (Oxford, John Garne Way)	Do you live within the CPZ ? No	
	Bath Street – Support	Jeune Street – Support
	Boulter Street – Support	Leon Close – Support
	Caroline Street – Support	Nye Bevan Close – Support
	Cave Street – Support	York Place – Support
	I strongly support more cycle spaces in this region as someone living locally who often travels to the East Oxford area by bike but struggles to find suitable parking. I also support the conversion of permit only car parking spaces to flexible spaces as a way of mitigating concerns of local businesses over changes in local infrastructure to favour cycling (eg low traffic neighbourhoods)	
(o78) Member of public, (Oxford, Maidcroft Road)	Do you live within the CPZ ? No	
	Bath Street – Object	Jeune Street – Object
	Boulter Street – Object	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Object
	I am objecting to any increase in car parking provision, while there is still a shortage of resident and visitor cycle parking in these streets. Any proposed car parking spaces should be allocated to cycle stands or cycle hangers.	

(o79) Local resident, (Oxford, Maywood Road)	Do you live within the CPZ ? No	
	Bath Street – Object	Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Partially support/concerns
	<p>As the Cyclox/OLS consultation submission explains, these proposals shuffle kerbside space between parking restrictions of one or another kind - single-yellow and double-yellow lines and visitor and/or permit parking. Cycle parking has been proposed in a few locations, but in general sustainable uses of the kerbside space have not been considered. This is contrary to the Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP), among other policies. In a city that still proclaims itself a cycling city and in which it's still not safe for my children to cycle to school less than a kilometre away, let alone through the East Oxford roads that these proposals relate to, it's deeply frustrating to see the car-centric mindset dominating planning still, even in contravention of the council's own policies.</p>	
(o80) Member of public, (Oxford, Monmouth Road)	Do you live within the CPZ ? No	
	Bath Street – Object	Jeune Street – Object
	Boulter Street – Object	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Object
	General comments:	

	<p>* Increasing the available short term parking on these minor roads will result in more drivers going up and down them looking for parking spaces, and make them less safe. It will also encourage people to drive to the area, knowing that they might be able to find a parking space. We should not be increasing the availability of non-resident parking.</p> <p>* Increasing cycle parking in all these places would be a good thing. We need both open cycle parking like Sheffield stands and secure places for residents to park their bikes. Both of these should be prioritised over all kinds of car parking. If you look at Leopold Street, where Sheffield stands were installed last year, these are now very popular - we need more of this.</p> <p>* There is a huge shortage of short term cycle parking near St Clements. I regularly visit this area by bike to go to the restaurants, and this currently involves parking the bike attached to a lamppost of street sign. The car parking spaces on these side roads nearest to St Clements should ideally be replaced with short term cycle parking.</p> <p>* There is also a shortage of safe cycle parking for residents. Many people here have no access to rear gardens, and have a choice of parking their bikes attached to lampposts or similar, or dragging them through their houses. This discourages cycling, which we want to encourage. Car parking spaces further from St Clements should be converted into cycle hangars to provide secure parking for residents.</p> <p>* Where we already have sufficient cycle parking (which is nowhere in this area) it would be better to have parklets, seating, or double yellow lines, than increased car parking.</p> <p>Bath Street: There is a huge shortage of cycle parking near to St Clements. The existing car permit bays nearest to St Clements should be filled with Sheffield stands. Those further from St Clements should be a combination of Sheffield stands and cycle hangars. Increased short term car parking would cause lots of car journeys as people drive up and down hoping to find a free space.</p> <p>Boulter Street: Similar to Bath Street. The extra cycle parking closest to St Clements should be Sheffield stands. The existing car permits spaces should be converted to a mix of cycle hangars and Sheffield stands. No additional short term car parking should be provided, to reduces drivers cruising looking for a space.</p> <p>Caroline Street: The parking closest to St Clements should be made into Sheffield stand cycle parking. A cycle hangar should be provided further from St Clements. Increasing car parking is a backwards step.</p>
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	<p>Cave Street: The parking closest to St Clements should be made into Sheffield stand cycle parking. The new parking area furthest from St Clements should have a cycle hangar installed. There should be no new short term car parking as this encourages drivers to go up and down these narrow streets hoping to find a space.</p> <p>Jeune Street: Please don't add short term car parking - we don't want people driving up and down Jeune St hoping to find it free. Some cycle stands here would be better.</p> <p>Leon Close: Please don't increase availability of short term parking - it's bad for the whole area. Secure cycle hangars for residents would be a better use of this space, along with some open cycle parking and some parklets to improve the area.</p> <p>Nye Bevan Close: A combination of cycle hangars for resident bike storage and Sheffield stands for temporary bike storage would be better than new car parking. Existing double yellow lines would be better than new car parking too, particularly if it's non-resident car parking, which is likely to draw drivers in to look for spaces.</p> <p>York Place: A single short term car parking space here will cause many drivers to come down this tiny street on the off chance of it being free. Please don't do this. Use this space for something better, or just leave as double yellow lines. New cycle parking in this area, near to the pubs and restaurants, is definitely a good thing.</p>								
(o81) Local resident, (Oxford, Morrell Ave)	<p>Do you live within the CPZ ? No</p> <table border="1"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Object</td></tr> <tr> <td>Boulter Street – Object</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Object</td></tr> </table> <p>The Statement of Reasons quite rightly references improving road safety, however this proposal mostly does the opposite.</p> <p>The Statement of Reasons quite rightly references the need for better cycle parking provision, yet this proposal still prioritizes car parking over cycle parking on some of the roads included.</p>	Bath Street – Object	Jeune Street – Object	Boulter Street – Object	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Object
Bath Street – Object	Jeune Street – Object								
Boulter Street – Object	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Object								

The Statement of Reasons mentions that, after informal consultations, some "restrictions ... have been identified as being redundant", by which I must assume an over provision of "permit only" bays for local residents. If the provision of on-street parking for local residents (and their visitors) is surplus to requirements, then provision should be strictly reduced. Converting bays to more general use goes against every policy and aim of the council in the much needed endeavours to a) reduce traffic numbers; b) promote and support active travel; and c) reduce road injuries and deaths.

It has been acknowledged by the council that the lower the traffic numbers, the safer and more desirable the street. Evidence keeps supporting this (see e.g. Magdalen Road). St Clements businesses will get greater footfall and local residents, pedestrians and cyclists will have their lives put in less danger ONLY by reducing traffic numbers. Increasing parking provision directly undermines everything the council is doing to these ends.

These proposals add to general parking provision and so directly support an increase in traffic numbers on key problem roads (namely St Clements, Cowley Rd and Morrell Ave) as well as extra traffic movements into side roads across heavily used cycle routes and pedestrian desire lines. Putting the people who are at the top of the risk hierarchy at yet more risk (for the sake of parking provision which is not needed by local residents or their visitors, who can, of course, use the existing permit scheme) is unacceptable.

I really don't enjoy being negative, especially when there is extra cycle parking provision in the pipeline, but given how egregiously this proposal rolls back on the hard won progress in reducing vehicle traffic elsewhere, I have to say that I am immensely surprised that it has even reached consultation stage.

Bath St:

Proposed cycle parking - fully support, but why so far away from St Clements? It should at least be the bay closest to St Clements that is used for cycle parking, marked in blue on the map, if not both of these locations.

Conversion of bay to shared use - fully object, as this would create more traffic movements into and out of Bath St from St Clements, endangering residents, pedestrians, existing cycle traffic as well as any new cycle traffic encouraged by the provision of extra cycle parking.

Boulter St:

Proposed cycle parking - fully support, but why so little? The full 15m of that bay should be used, to better support active travel and local business.

Conversion of bay to shared use - fully object, as this would create more traffic movements into and out of Boulter St from St Clements, endangering residents, pedestrians, existing cycle traffic as well as any new cycle traffic encouraged by the provision of extra cycle parking.

Caroline St:

Proposed increase in parking provision - fully object, as this would create more traffic movements into and out of Caroline St from St Clements, endangering residents, pedestrians and cycle traffic. Indeed, extra cycle parking should be put in the section closest to St Clements to better support active travel and local business.

Cave St:

New permit holder bay - fully object, as it is obviously not needed as demand for the existing bay is low enough to warrant consideration of converting them to shared use.

Conversion of bay to shared use - fully object, as this would create more traffic movements into and out of Cave St from St Clements, endangering residents, pedestrians, cycle traffic and very importantly the students of Oxford International College. Instead there should be added cycle parking provision, not least to support said college, but also active travel and local business.

Jeune St:

Transfer of parking bay from west side of street to the east - no opinion.

Designation of bay to be dual/shared use - fully object, as this would create more traffic movements into and out of Jeune St from Cowley Rd, endangering residents, pedestrians and cycle traffic; and also increase the traffic load on Cowley Rd and the deadly Plain.

Leon Close:

Parking bays to be extended as short stay - fully object, as this would create more traffic movements into and out of Leon Close from Cowley Rd, endangering residents, pedestrians and cycle traffic; and also increase the traffic load on Cowley Rd. Add on-street cycle parking instead.

Nye Bevan Close:

New parking bays - strenuous objection in the strongest terms. This would create more traffic movements into and out of East Avenue from Morrell Avenue, as well as into and out of Nye Bevan Close from East Avenue, endangering residents, pedestrians and cycle traffic.

	<p>Please, please don't add yet more traffic pressure to Morrell Avenue: it's a residential Cycle Quickway that already puts huge numbers of Brookes students, South Park users, East Oxford Primary School and Education Complex parents and children at risk. Please.</p> <p>York Place: Cycle parking - fully support.</p> <p>New shared use parking bay - fully object, as it would create more traffic movements into and out of York PI from St Clements at a particularly bad junction which is very close to the deadly Plain roundabout and a crucial zebra crossing (which also suffers from awful visibility due to the narrow entrance pavement on the west side) thus endangering residents, pedestrians and existing cycle traffic, as well as any newly encouraged cyclists.</p>									
(o82) Local resident, (Oxford, Norreys Avenue)	<p>Do you live within the CPZ ? No</p> <table><tr><td>Bath Street – Support</td><td>Jeune Street – Support</td></tr><tr><td>Boulter Street – Support</td><td>Leon Close –</td></tr><tr><td>Caroline Street –</td><td>Nye Bevan Close –</td></tr><tr><td>Cave Street –</td><td>York Place – Support</td></tr></table> <p>I support the increase in cycle parking</p>		Bath Street – Support	Jeune Street – Support	Boulter Street – Support	Leon Close –	Caroline Street –	Nye Bevan Close –	Cave Street –	York Place – Support
Bath Street – Support	Jeune Street – Support									
Boulter Street – Support	Leon Close –									
Caroline Street –	Nye Bevan Close –									
Cave Street –	York Place – Support									
(o83) Member of public, (Oxford, Nye Bevan)	<p>Do you live within the CPZ ? No</p> <table><tr><td>Bath Street – Object</td><td>Jeune Street – Object</td></tr><tr><td>Boulter Street – Object</td><td>Leon Close – Object</td></tr><tr><td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr></table>		Bath Street – Object	Jeune Street – Object	Boulter Street – Object	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object		
Bath Street – Object	Jeune Street – Object									
Boulter Street – Object	Leon Close – Object									
Caroline Street – Object	Nye Bevan Close – Object									

	<table> <tr> <td>Cave Street – Object</td><td>York Place – Object</td></tr> </table> <p>If these changes take place it will jeopardise my ability to visit my partner, who lives on Nye Bevan Close. Parking is already an issue and it can stop me from using her driveway. The roads are quite narrow and people parking across the road from the driveway entrance is enough to render it inaccessible. This will only be exacerbated but the introduction of bay parking.</p>	Cave Street – Object	York Place – Object						
Cave Street – Object	York Place – Object								
(o84) Local resident, (Oxford, Parsons Place)	<p>Do you live within the CPZ ? No</p> <table> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Partially support/concerns</td></tr> </table> <p>Boulter: Support the addition of cycle parking, but oppose the provision of free short-stay car parking // Jeune: consideration should be given to reallocating some space to cycle parking and/or to a hire cycle parking bay // York Pl: support the proposed cycle parking, but object to the single shared use parking bay.</p> <p>Please note that something needs to be done about the layout of the road on the corner of Bullingdon Rd and Cowley Rd, as the current layout separating the bicycle lane (heading towards the Iffley Rd) is currently being used for most of the day by inconsiderate drivers as an additional parking bay. Also: all bollards on the side roads of the Cowley Rd have become de facto parking bays for illegally parked cars that endanger cyclists (the same applies for the permanently parked cars on the other side of the Cowley Rd from Cafe Coco blocking the cycle path). The design of the CPZ within the aims of the local transport and connectivity plan are intricately linked with and cannot be viewed separately from the issue of enforcement -- de facto parking bays cannot be allowed nor will they magically disappear if you allow more temporary parking elsewhere. These are all drivers who have no interest in walking far from their cars.</p>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Partially support/concerns
Bath Street – Object	Jeune Street – Partially support/concerns								
Boulter Street – Partially support/concerns	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Partially support/concerns								

<p>(o85) Local resident, (Oxford, Peat Moors)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 293 2107 542"> <tr> <td>Bath Street – Support</td><td>Jeune Street – Support</td></tr> <tr> <td>Boulter Street – Support</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Support</td></tr> </table> <p>There is no need for increased parking. There are already paid car parks (e.g. St Clement's Car Park!) available with plenty of space. This would just increase demand for driving and induce traffic searching parking in residential streets. New bike parking makes sense and some of the switching around also makes sense e.g. Jeune Street. York Place short stay parking is fine if parking on the Plain can finally be removed instead.</p>	Bath Street – Support	Jeune Street – Support	Boulter Street – Support	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Support
Bath Street – Support	Jeune Street – Support								
Boulter Street – Support	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Support								
<p>(o86) County Cllr, (Oxford, Redcated)</p>	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 852 2107 1101"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Partially support/concerns</td></tr> </table> <p>As the County Councillor for the area, I support additional cycle parking and this should be prioritised in the streets. Too many of my residents do not have safe storage for their bikes, whereas it would be straightforward to park an additional car there.</p> <p>I support Cyclox's response</p>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Partially support/concerns
Bath Street – Object	Jeune Street – Partially support/concerns								
Boulter Street – Partially support/concerns	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Partially support/concerns								

(o87) Local resident, (Oxford, Rymers Lane)	Do you live within the CPZ ? No	
	Bath Street – Object	Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Partially support/concerns
	<p>Permit parking should not be changed to shared use - this will create more vehicle movements in and out of these side streets, which is contrary to the Council's ambitions for Vision Zero. Also - no free parking should be provided here. Parking creates traffic.</p> <p>BATH STREET: missed opportunity to provide cycle parking.</p> <p>Boulter St - SUPPORT and OBJECT -- adding bike parking is absolutely needed, but the provision of short stay parking is a bad idea</p> <p>Caroline St - OBJECT -- space should be used for cycle parking not additional car parking.</p> <p>Cave St - OBJECT --- Any additional space here should be used for cycle parking.</p> <p>Jeune St - CONCERNS --- more cycle parking needed. consideration should be given to reallocating some space to cycle parking and/or to a hire cycle parking bay.</p> <p>Leon CI - OBJECT --- vehicle movements in and out of the side entries to Cowley Rd need to be reduced to a minimum as they create real danger to cyclists and pedestrians (as is clear from crashmaps). Longer term we need more cycle parking (also for bike share) - space needs to be made for this.</p> <p>Nye Bevan CI - OBJECT --- no visitor cycle parking in the area - I often have to find a lamppost which means I am also blocking part of the pavement. Shared used bays should be allocated to secure bike parking! The locations of the proposed parking bays are problematic. We should not encourage people to drive here to park (e.g. on Friday to visit the mosque) by making it an official policy. Instead we should enforce parking and discourage parking here.</p>	

	<p>York PI - SUPPORT and OBJECT</p> <p>Yes to proposed cycle parking, but no to shared use parking bay. We do not want people driving into York Place hoping to find this single parking space free, then having to turn around and drive out. And parking here, especially of a larger SUV or van, seems likely to prevent vehicles turning at all. This seems like a generally unsuitable location for car parking.</p> <p>Instead of providing more space for people to park, we should look at how we want to use our public spaces. More trees, seating, SUDs/rain gardens for drainage, bike hangars, scooter/bike share parking and car club bays would be a better use of space.</p> <p>Parking creates traffic.</p>									
(o88) Local resident, (Oxford, Sidney Street)	<p>Do you live within the CPZ ? No</p> <table><tr><td>Bath Street –</td><td>Jeune Street –</td></tr><tr><td>Boulter Street –</td><td>Leon Close –</td></tr><tr><td>Caroline Street –</td><td>Nye Bevan Close –</td></tr><tr><td>Cave Street –</td><td>York Place –</td></tr></table> <p>I support the increase in on-street cycle parking. I have no opinion about the other parking changes.</p>		Bath Street –	Jeune Street –	Boulter Street –	Leon Close –	Caroline Street –	Nye Bevan Close –	Cave Street –	York Place –
Bath Street –	Jeune Street –									
Boulter Street –	Leon Close –									
Caroline Street –	Nye Bevan Close –									
Cave Street –	York Place –									
(o89) Local resident, (Oxford, Southfield Park)	<p>Do you live within the CPZ ? No</p> <table><tr><td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr><tr><td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr><tr><td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr></table>		Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object		
Bath Street – Object	Jeune Street – Partially support/concerns									
Boulter Street – Partially support/concerns	Leon Close – Object									
Caroline Street – Object	Nye Bevan Close – Object									

	<table> <tr> <td>Cave Street – Object</td><td>York Place – Partially support/concerns</td></tr> </table> <p>St Clement's and its side streets need more cycle parking, not more car parking! Car parking spaces will induce extra car journeys and hazardous movements in and out of side streets. St Clement's lacks convenient cycle parking for its shops and for people transferring to the Oxford Tube. Other uses which would be preferable to increasing car parking provision include cycle hangars, scooter bays, or parklets.</p>	Cave Street – Object	York Place – Partially support/concerns						
Cave Street – Object	York Place – Partially support/concerns								
(o90) Local resident, (Oxford, Stratford street)	<p>Do you live within the CPZ ? No</p> <table> <tr> <td>Bath Street – Support</td><td>Jeune Street –</td></tr> <tr> <td>Boulter Street – Support</td><td>Leon Close –</td></tr> <tr> <td>Caroline Street –</td><td>Nye Bevan Close –</td></tr> <tr> <td>Cave Street –</td><td>York Place – Support</td></tr> </table> <p>I support the plans for more cycle parking in Bath Street, Boulter Street and York Place.</p>	Bath Street – Support	Jeune Street –	Boulter Street – Support	Leon Close –	Caroline Street –	Nye Bevan Close –	Cave Street –	York Place – Support
Bath Street – Support	Jeune Street –								
Boulter Street – Support	Leon Close –								
Caroline Street –	Nye Bevan Close –								
Cave Street –	York Place – Support								
(o91) Member of public, (Oxford, Swinburne Road)	<p>Do you live within the CPZ ? No</p> <table> <tr> <td>Bath Street – Object</td><td>Jeune Street – Object</td></tr> <tr> <td>Boulter Street – Object</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Object</td></tr> </table> <p>Objection to increased car parking (particularly short-term parking which involves more movements in and out, more people driving around looking for spaces, etc) in a place which is desperately short of bike parking, at a time when we</p>	Bath Street – Object	Jeune Street – Object	Boulter Street – Object	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Object
Bath Street – Object	Jeune Street – Object								
Boulter Street – Object	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Object								

	are trying to reduce car dependency and congestion in the city, and shift people to more sustainable modes of transport. One extra car parking space could be half a dozen cycle parking spaces!								
(o92) Local resident, (Oxford, Westbury Cr)	<p>Do you live within the CPZ ? No</p> <table border="1"> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr> <tr> <td>Caroline Street – Object</td><td>Nye Bevan Close – Object</td></tr> <tr> <td>Cave Street – Object</td><td>York Place – Object</td></tr> </table> <p>I support the provision of more cycle parking where it is allocated. I would prefer to see even more cycle parking, particularly instead of visitor/shared use vehicle parking. There is such a dearth of cycle parking in this area. I am always hunting around trying to find a post or street sign to lock my bike to. This area draws a lot of people on bikes and more must be done to support the increasing use of cycling. And rather than have the narrow pavement taken up by bikes parked against street signs it would be much better to clear the pavements for people walking and put bike parking in the car parking spaces.</p> <p>Any change from permit parking to such visitor/shared parking, will encourage people to drive into the area looking for free parking on the side streets causing danger as they find it isn't available and have to manoeuvre out again. Also these such spaces are against the Council's own goal of reducing car parking in the City. There is a public car park nearby. LTCP Policy 33 is quite explicit: "Take measures to reduce and restrict car parking availability." I'd like to see on-road space reallocated to more general cycle parking, or for cycle hire schemes like Voi/Lime, or for more space for seating, parklets/play areaa, street trees, car club bays.</p> <p>I urge the Council to follow their own policies, and think to the future, away from cars and car parking and towards a better street scape and environment for all. Follow the policies in place such as:</p> <p>LTCP headline goals - 25% reduction in car trips, 66% increase in cycle trips LTCP 1 - Transport User Hierarchy LTCP 7 - Community Activation</p>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Object	Caroline Street – Object	Nye Bevan Close – Object	Cave Street – Object	York Place – Object
Bath Street – Object	Jeune Street – Partially support/concerns								
Boulter Street – Partially support/concerns	Leon Close – Object								
Caroline Street – Object	Nye Bevan Close – Object								
Cave Street – Object	York Place – Object								

	LTCP 8 and COTP Action 8 - Healthy Streets Approach LTCP 33 - Parking Management COTP Action 5 - Parking COTP Action 12 - Cycle Parking LTCP 38 and COTP Action 22 - Micromobility LTCP 39 - Car Clubs	
(o93) Local resident, (Oxford, Bailey road)	Do you live within the CPZ ? No	
	Bath Street – Object	Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns	Leon Close – Object
	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Partially support/concerns
	<p>This seems like a missed opportunity to provide more cycle parking in these heavily visited streets. Overall, the proposals are not especially in keeping with the council’s own Local Transport and Connectivity Plan – especially policies 1 (transport hierarchy), 7 (community activation), 8 (healthy streets), 33 (parking management), 38 (micromobility) and 39 (car clubs).</p> <p>Boulter St: Support the addition of cycle parking, but oppose the provision of free short-stay car parking</p> <p>Jeune St: consideration should be given to reallocating some space to cycle parking and/or to a hire cycle parking bay</p> <p>York Place: support the proposed cycle parking, but object to the single shared use parking bay.</p>	
(o94) Local resident, (Oxford, Rymers)	Do you live within the CPZ ? No	
	Bath Street – Object	Jeune Street – Object

	Boulter Street – Object		Leon Close – Object
	Caroline Street – Object		Nye Bevan Close – Object
	Cave Street – Object		York Place – Object
	I would like to see more cycle parking but no increase in car parking spaces. This will make it safer for pedestrians and cyclists.		
(o95) Local Cllr (i.e. Town/Parish/District), (St. Mary's Ward, St. Aldate's)	Do you live within the CPZ ? No		
	Bath Street – Object		Jeune Street – Partially support/concerns
	Boulter Street – Object		Leon Close – Object
	Caroline Street – Object		Nye Bevan Close – Object
	Cave Street – Object		York Place – Partially support/concerns
	The addition of new private car parking does nothing to support LTCP goals, and creates more traffic danger and emissions. These spaces should be reallocated to public shared cycle and scooter parking, to preserve the LTCP hierarchy and make the pedestrian experience better, and failing that to cycle parking. This would drive considerably more revenue to local businesses (what with one car parking space being suitable for 12 bicycles), and provide bike storage for people living on the residential streets or easy access to bike hire schemes.		
(o96) Member of public, (Temple Cowley, Leafield Road)	Do you live within the CPZ ? No		
	Bath Street – Object		Jeune Street – Partially support/concerns
	Boulter Street – Partially support/concerns		Leon Close – Object
	Caroline Street – Object		Nye Bevan Close – Object

	<div>Cave Street – Object</div> <div>York Place – Partially support/concerns</div> <p>I object to any changes to parking provision. The changes to allow public parking encourages car use and more traffic. In other cities such as Amsterdam, Paris and Vienna free on street parking is being removed as it is a known driver of car use. It is Oxfordshire County council's objective to reduce car journeys and car use. These changes go against that objective.</p> <p>I support all additional bike parking. St Clements is poorly provided with on street parking for bikes and residents have no alternative to storing their bikes inside.</p>								
(o97) Local resident, (Temple Cowley OX4, Crescent Road)	<div>Do you live within the CPZ ? No</div> <table> <tr> <td>Bath Street –</td><td>Jeune Street –</td></tr> <tr> <td>Boulter Street –</td><td>Leon Close –</td></tr> <tr> <td>Caroline Street –</td><td>Nye Bevan Close –</td></tr> <tr> <td>Cave Street –</td><td>York Place –</td></tr> </table> <p>You need to make sure that there is plenty of on road cycle parking and this has to be a higher priority than provision for motor vehicles. The county council's policies are to prioritise cyclist needs over motorised vehicles, as stated in the transport users hierarchy. There needs to be less parking permitted on footways as pedestrians are at the top of the hierarchy. The LTCP has a policy to reduce car use and removing parking spaces would help with this target.</p>	Bath Street –	Jeune Street –	Boulter Street –	Leon Close –	Caroline Street –	Nye Bevan Close –	Cave Street –	York Place –
Bath Street –	Jeune Street –								
Boulter Street –	Leon Close –								
Caroline Street –	Nye Bevan Close –								
Cave Street –	York Place –								
(o98) Local resident, (Temple Cowley, Oxford, Badgers Wak)	<div>Do you live within the CPZ ? No</div> <table> <tr> <td>Bath Street – Object</td><td>Jeune Street – Partially support/concerns</td></tr> <tr> <td>Boulter Street – Partially support/concerns</td><td>Leon Close – Object</td></tr> </table>	Bath Street – Object	Jeune Street – Partially support/concerns	Boulter Street – Partially support/concerns	Leon Close – Object				
Bath Street – Object	Jeune Street – Partially support/concerns								
Boulter Street – Partially support/concerns	Leon Close – Object								

	Caroline Street – Object	Nye Bevan Close – Object
	Cave Street – Object	York Place – Partially support/concerns
	I do not support the creation of any new or additional car parking spaces in this area. More dedicated cycle parking should be created in order to encourage sustainable active travel.	
(o99) Local resident, (West Oxford, Oatlands Road)	Do you live within the CPZ ? No	
	Bath Street – Support	Jeune Street – Support
	Boulter Street – Support	Leon Close – Support
	Caroline Street – Support	Nye Bevan Close – Support
	Cave Street – Support	York Place – Support
	There are too many cars in Oxford. I cycle everywhere. I shouldn't have to give priority to cars on my rides in East Oxford. Few people really need a car in the city, They're mainly "nice-to-haves". Let's free the streets for walkers, cyclists and bus-users!	