

Danny Yee – Headington Central CPZ

In my consultation response for Cyclox and OLS I raised what I consider serious safety concerns about the proposed parking bays on Lime Walk. These concerns were not considered at all in the officers' report. Even if the safety issues are not deemed significant, these spaces should be used for cycle parking for the pub and the shops on London Rd and homes. Please reject (d) or modify it to cycle parking instead.

There is no cycle parking provision of any kind on the 400 metres of New High St, even though it has many terrace houses with no front yards and no possibility for off-street cycle parking. So why, when a little bit of space is found, is it being used to increase the already extensive car parking provision? Similarly, the only cycle parking on 250 metres of Kennett Rd is on the footway at the London Rd end; every spare metre of kerb space has been given over to car parking. How is this a fair allocation of space? On All Saints Rd and Gardiner Rd there is, again, no cycle parking anywhere to be seen. Where are people who cycle to the church supposed to park?

I urge you to reject (k), (a), (c) and (i) and ask officers to use the spare space in these locations for cycle parking instead of car parking.

Arguing that providing more car parking is necessary to stop illegal parking makes no sense. The number of people who might want to park cars around Headington centre vastly exceeds any possible provision for them, so adding more car parking is not going to reduce illegal parking, or the need for enforcement.

These schemes will involve "an increase of 2% in residential parking provision". That is not small: a 2% increase in peak hour traffic would make congestion significantly worse, undermining the traffic filters and other schemes in the Central Oxfordshire Travel Plan. And given the LTCP target is a 25% reduction in car trips by 2030, it's a step in the wrong direction. The officers' report refers to "a desire to remove [sic] vehicle numbers on Oxfordshire roads", but that is not just a "desire" but the headline goal in the LTCP.

I often urge the county to change its policies, but LTCP policy 33 is already quite explicit. "Take measures to reduce and restrict car parking availability" and "Ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy". We need a proper kerbside strategy, but we also need to take existing policy seriously.

Lambeth has committed to using 25% of its kerbside space sustainably. That may be too ambitious for us, but we should mandate something here - even a 5% target would be better than the current zero.