

Good morning, I'm from Headington Liveable Streets addressing the Headington Central CPZ proposals.

The key point is that the proposals to add car parking spaces are an egregious breach of Council policy and should never have made it this far.

The parking team seems to be actively working against Council policies, wasting resources on plans that sabotage the aims of the LTCP, COTP and Safer Roads scheme.

The Council has many progressive policies on transport and use of public space, but so far we've seen few examples of these being realised on our streets, because many of its proposals run counter to, or just ignore, the applicable policies.

Some of today's proposals will help deliver on these policies, but increasing car parking in Headington isn't one of them.

The proposal seems blind to how parking spaces generate car trips:

The report refers<sup>(21)</sup> to providing "additional parking capacity for up to 16 vehicles". This is patently incorrect. It's 16 **spaces** that will be used by **multiple** vehicles each day. Typical usage of the 9 new spaces on Lime Walk and New High Street could easily produce 300 extra car trips each day<sup>1</sup>.

Yet reducing car parking is the most effective way to reduce car trips. Parking management can be a powerful tool to re-shape the traffic balance on our roads, but the parking team seems unaware of its role in reducing car trips or how to apply the "decide and provide" model to its work.

The Council's goal to remove 25% of car trips won't happen without a significant reduction in car parking.

Headington is incredibly hostile for people cycling, walking and using mobility devices, due to the dominant presence of cars, both moving and parked.

The hierarchy of safety controls says the most effective way to protect people is to remove the hazard – in this case, cars.

So reducing car parking is critical to achieving the Safer Roads scheme goals. Any additional spaces will prevent the scheme delivering meaningful safety improvements.

It shouldn't be down to campaign groups and residents to explain how the Council's proposals contravene its own policies. Something is clearly going very wrong in the Council, preventing translation of good policy into good practice.

I think the report's claims that women's safety will be improved by adding car parking spaces is highly dubious<sup>(53, 54)</sup>. For example, it ignores how cars enable men to commit crimes against women, from kerb-crawling and verbal harassment, to abduction and sex trafficking. Much of the predatory behaviour women and girls in Headington are subjected to is from men in or near their cars.

Transport management **can** be used to improve safety for women and girls, but adding car parking spaces isn't the answer.

I urge you to reject the addition of car parking spaces in this CPZ proposal.

We must also ensure that such proposals aren't repeated in the future. To address this, I suggest delivering training on the relevant policies and making the Active Travel Team an internal consultee with a veto to prevent any proposals that go against Council transport policy.

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<sup>1</sup> Assuming an average 20-minute parking period over 12 hours.

