

Divisions affected: *Jericho and Osney; St Margaret's*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16  
DECEMBER 2021**

**OXFORD: JERICHO AND WALTON MANOR AREA – PROPOSED  
SECURE ON-STREET CYCLE PARKING PLACES**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve proposals to change existing residents' parking and double yellow lines to allow the introduction of bicycle hangars in Cranham Street, Nelson Street and Great Clarendon Street as advertised but not in Hayfield Road.

**Executive summary**

2. This report presents responses received to a statutory consultation on changes to residents' parking and double yellow lines in the Jericho and North Oxford Controlled Parking Zones in:
  - Cranham Street
  - Great Clarendon Street
  - Nelson Street and
  - Hayfield Road
3. These changes are shown at Annexes 1 to 4 and would allow the introduction of a total of 5 bicycle hangars (2 are proposed for Hayfield Road) which equates to secure on street parking for 30 bicycles in total across these four streets. This should help encourage greater ownership and use of bicycles (for images of cycle hangars, see Annex 5).
4. Whilst the final details of how the hangars would operate are yet to be resolved, it is the intention that they should be introduced on a trial basis which will help guide officers and councillors when considering the possibility of further hangars elsewhere in the city.

**Background**

5. Thames Valley Police (TVP) has received funding from the Home Office Safer Streets Fund to go towards measures that are intended to cut crime and its impact on communities. Oxford has high rates of cycle theft and many residents in the area where changes are proposed to car parking have limited options to securely park their bicycles off highway. The introduction of secure on street cycle parking should encourage more people to own and use a bike.

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This fits with the county council's transport and climate change policies including enabling a net zero carbon Oxfordshire by 2050.

### Consultation

6. Formal consultation on the proposals at Annexes 1 to 4 was carried out between 28 October and 26 November 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, and local county councillors. Letters were sent to approximately 305 premises in the immediate vicinity and street notices also placed on site.
7. 102 responses were received during the formal consultation and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion / no objection	Total
Cranham Street	9	12	30	51	102
Great Clarendon Street	6	13	31	51	102
Hayfield Road	49	13	29	11	102
Nelson Street	5	14	31	52	102

8. The responses received from people living in the streets where changes were proposed are summarised in the following table.

Resident view	Object	Concerns	Support	Total responses
Cranham Street	4	-	2	6
Great Clarendon Street	2	1	2	5
Hayfield Road	47	5	1	53
Nelson Street	1	1	2	4

9. All of the responses are shown at Annex 6 with copies of the original responses are available for inspection by county councillors.

### Hayfield Road

10. A large volume of objections was received from people living in Hayfield Road – 47 of the 53 people responding to the consultation objected and 5 raised concerns. A large number of these objections and concerns stated that they were happy with the current arrangements for locking bikes and that they would not use the bicycle hangars. As such officers do not recommend proceeding with the proposals for Hayfield Road.

## **Cranham Street, Great Clarendon Street, Nelson Street**

11. The overall level of objection to the proposals for the changes to residents' parking and double yellow lines in these three streets in Jericho was much lower than in Hayfield Road and officers therefore recommend that the Cabinet Member for Highway Management approves the changes to parking and double yellow lines in these streets. Officers' response to the objections to the proposals for these streets are as follows:

### *Loss of car parking/passing space*

12. Each cycle hangar is less than 2.5m long. A traffic bollard will protect either end of the hangar but in total, only around 3m total kerb length of parking bay or double yellow line will be lost. This is less than the space needed to park an average size car and it is considered that this represents an efficient use of the space given that each hangar can accommodate 6 bicycles.
13. Officers consider that the small loss of double yellow lines in Cranham Street and Nelson Street will not have a negative impact on traffic flow given the overall low flows and the space that is still available for vehicles passing one another.

### *People using the hangars will block the pavement*

14. When a bicycle is being manoeuvred into or out of a bicycle hangar, it will inevitably block the pavement. However, this blockage will be infrequent and very short lived. Generally speaking there is a low flow of pedestrians along the streets in question.

### *Hangars are unsightly and will attract vandalism*

15. Other than the fact that the hangars will be fixed in position, officers do not feel that they are any more unsightly than a parked car. The amount of vandalism that the hangars attract will be monitored although given they will be located on streets with housing on both sides, problems with vandalism and graffiti are not expected.

### *The bike hangars will attract more people to the street*

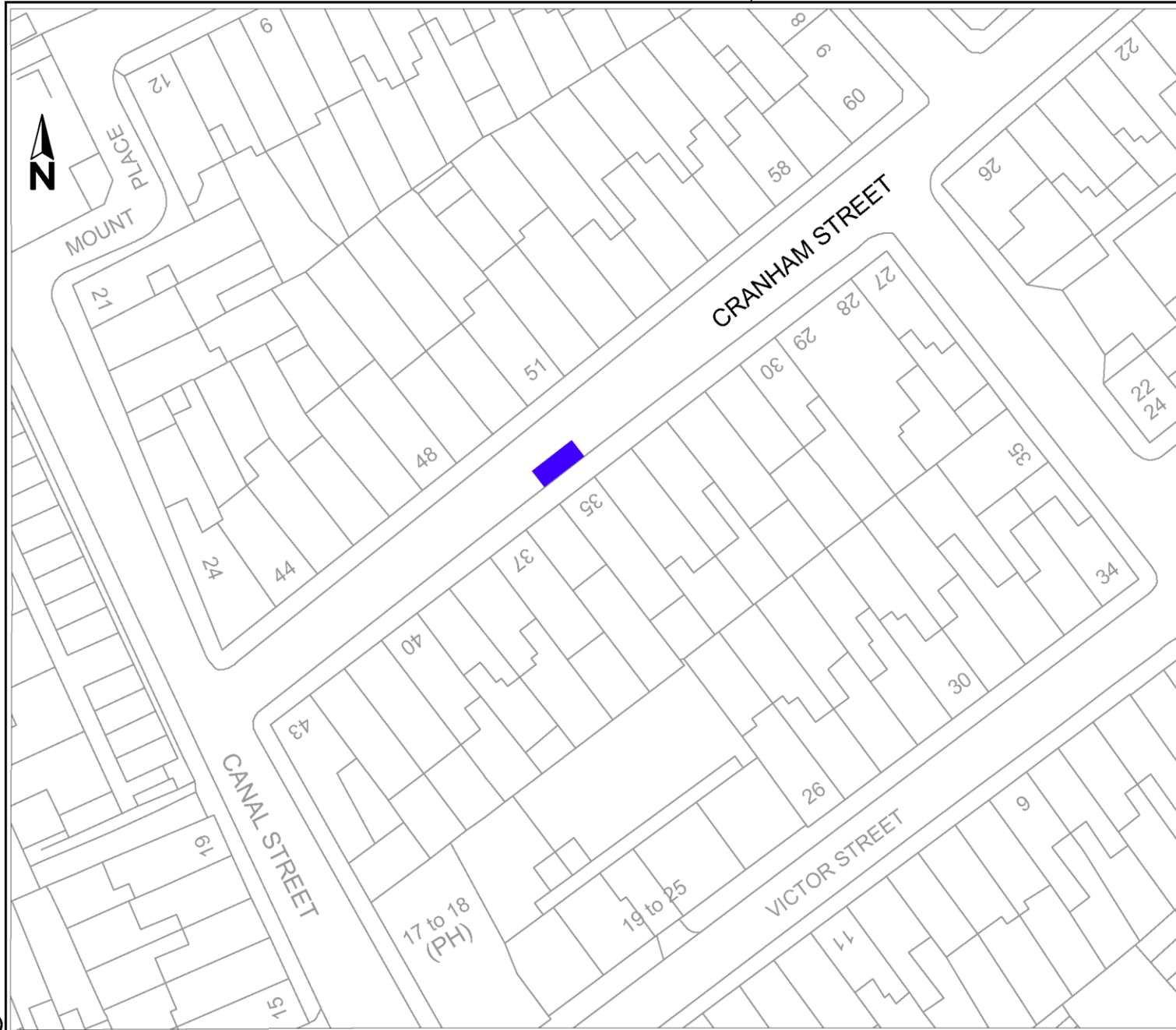
16. The intention is that parking spaces in the hangars are for people living in or very close to the street in which they are located. As such, a bicycle hangar will not increase the number of people who travel to and from the street.

### *The hangar in Great Clarendon Street will block access to School Court*

17. The space for the bicycle hangar in Great Clarendon Street is not at the end of the parking bay closest to the junction with School Court and as such will not present a permanent obstruction to any large vehicles needing to turn at that point.

### *Needing to pay for use of the hangar is exclusive*





Drawing No.		Revision 0	
<b>Key</b>			
		Proposed Cycle Pod location	
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<b>OXFORDSHIRE COUNTY COUNCIL</b> Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577			
Project title			
CRANHAM STREET JERICO, OXFORD			
Drawing title			
PROPOSED CYCLE POD			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	10/21		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

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Drawing No. Revision 0

**Key**  
 Proposed Cycle Pod location

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**Project title**  
 GREAT CLARENDON STREET  
 JERICO, OXFORD

**Drawing title**  
 PROPOSED CYCLE POD

**Drawing Status**



Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 10/21	Date checked	Date approved

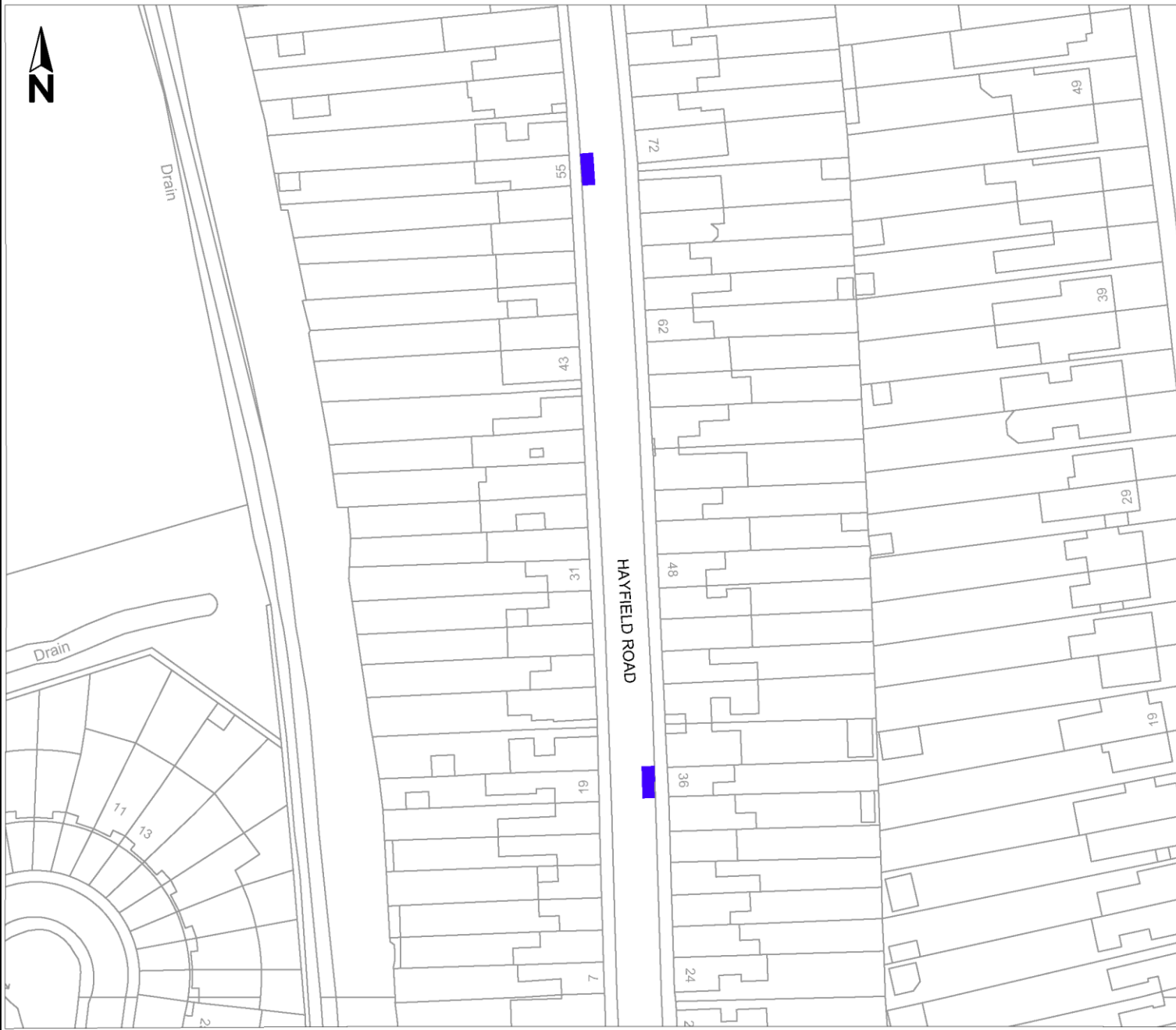
Oxfordshire Project No. & File Ref

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Drawing No.		Revision	
		0	
<b>Key</b>			
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Project title			
HAYFIELD ROAD JERICO, OXFORD			
Drawing title			
PROPOSED CYCLE POD			
Drawing Status			
Scale @ A3	Drawn by	JaC	Checked by
N.T.S.	Date drawn	10/21	Date checked
		Date approved	
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	

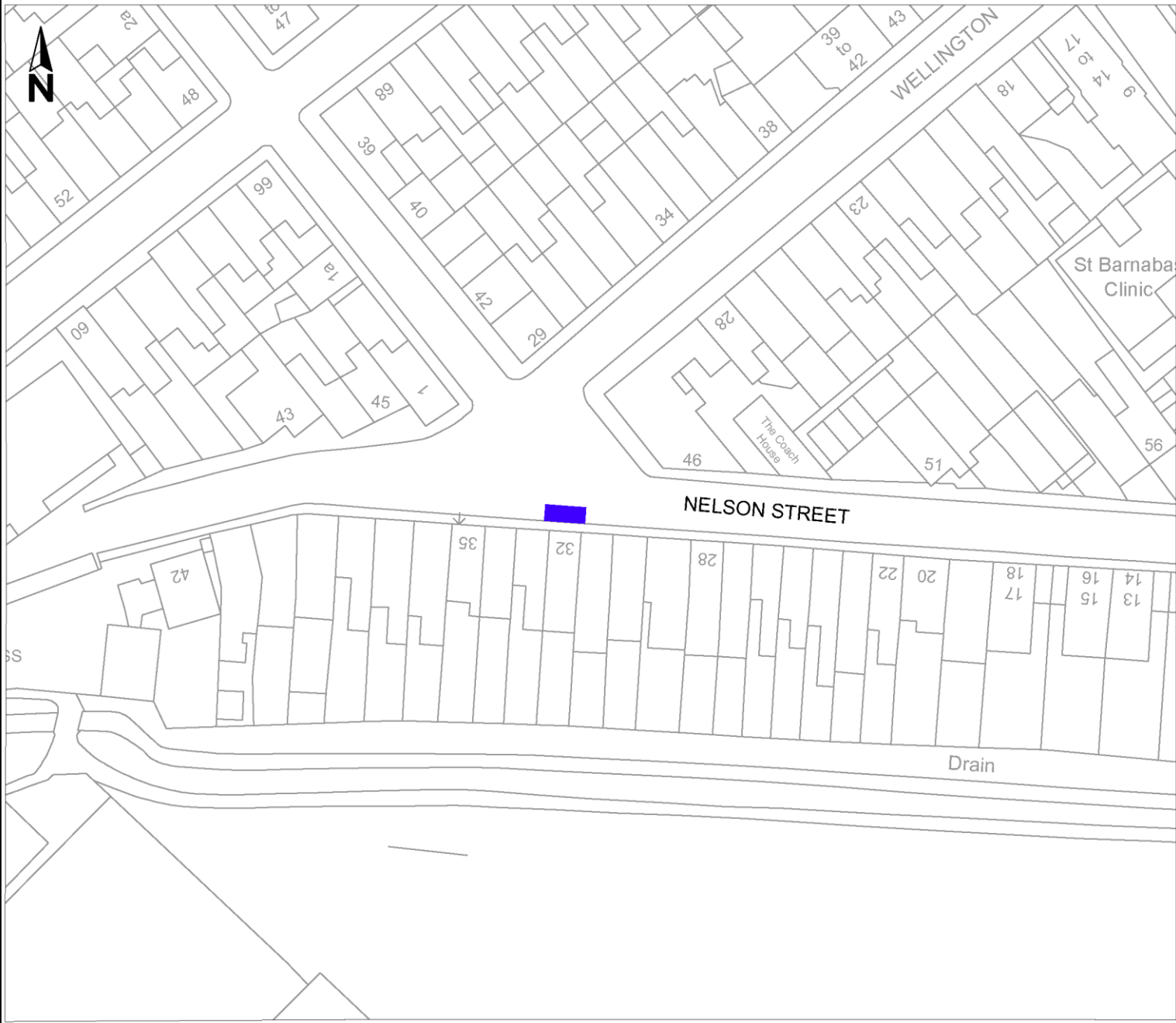


Drain

Drain

HAYFIELD ROAD

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Drawing No. Revision 0

**Key**

Proposed Cycle Pod location

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**Project title**

NELSON STREET  
JERICO, OXFORD

**Drawing title**

PROPOSED CYCLE POD

**Drawing Status**

Scale @ A3	Drawn by	JaC	Checked by	Approved by
N.T.S.	Date drawn	10/21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0

Cyclehoop Cycle Hangar - [www.cyclehoop.com](http://www.cyclehoop.com)



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FalcoPod Cycle Hangar - [www.falco.co.uk](http://www.falco.co.uk)



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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Fire & Rescue Service	<b>No objection</b> - we would like to request that there is adequate space for our fire appliances to pass and or operate within the areas that they are located. The roads are tight in the Jericho/North Oxford area.
(3) Local County & City Cllr, (Jericho & Osney Division & Osney & St Thomas Ward)	<p>Cranham Street - <b>Support</b>                      Great Clarendon Street - <b>Support</b>                      Nelson Street - <b>Support</b>                      Preferred option - Streetpod solution</p> <p>Cycle theft is a huge problem in Oxford. This scheme is certainly worth a try, if local residents support it.</p>
(101) Local County & City Cllr, (St Margaret's Division)	<b>Concerns</b> - residents may not wish to see cycle storage replacing parking spaces for residents – cars have generally become larger in recent years, so parking space is at more of a premium. However, they might we accept storage replacing a two hour visitor space at the northern end of the street and somewhere south of the bollards. I am not sure if the latter would be feasible. It may be that if you have more support elsewhere for the trial then Hayfield road could forgo inclusion at this time.
(4) City Cllr, (St Clements Ward)	<p>Cranham Street - <b>Concerns</b>                      Great Clarendon Street - <b>Concerns</b>                      Hayfield Road - <b>Concerns</b>                      Nelson Street - <b>Concerns</b></p> <p>There seems to be a lack of detail on what is being taken out to create the Cyclehoop/Falco bike hangars or the</p>

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	<p>Streetpods. Better cycle facilities are needed, which are good for users but, also, attractive in the street scene. As car parking is very limited in Jericho, in particular, with occasional difficulties for residents, church and community centre visitors and for businesses, it is important that improvements for cyclists do not disadvantage other modal users. The keen cyclists will have the better views on the preferred type of cycle parking facility.</p>
<p>(102) City Cllr, (Summertown Ward)</p>	<p><b>Support</b> - I appreciate and fully support the idea of providing safer on street storage for bikes and your work in this area. That being said we need to respect the varied responses we have received – both from face to face consultation and on line survey, and if a street does not welcome them we respect that outcome. Also thank you for your work in the sensitive process of finding suitable locations for stands, which must no doubt be difficult – but will no doubt generate a better result.</p>
<p>(5) Local Group, (OXTRAG)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b></p> <p>OXTRAG welcomes these proposals, because the footways in these streets are rather narrow and are frequently obstructed by cycles propped against the walls of the houses (most of which have no front garden at all). It is good that two cycle parking shelters/stands are to be provided on Hayfield Road, where the obstruction problem seems to be most severe, perhaps because of the small size of the houses.</p> <p>However, it is important that the cycle parking shelters/stands are very clearly visible, as visually-impaired people, perceiving the gap in the line of parked cars, might attempt to cross the street at that point. Also, careless car-drivers might collide with the shelters/stands, leaving damaged components with dangerous jagged edges. Reflectors would help to prevent damage by cars.</p> <p>The secure on-street cycle parking might prove to be very popular, and further shelters/stands might be requested.</p>
<p>(6) Local Group, (Oxfordshire Cycling Network)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b></p>

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	<p>Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>This response is from Oxfordshire Cycling Network. We support the Cycle parking hangars for the following reasons.</p> <ol style="list-style-type: none"> <li>1) They encourage cycling by making cycles easier to access, in the street rather than typically behind people's houses.</li> <li>2) They encourage cycling by reducing the risk of theft and so also encouraging the purchase of higher quality, electric or cargo cycles.</li> <li>3) They are space efficient. Up to 6 bikes can be stored in the space of half a car.</li> <li>4) They are equitable, in Jericho &amp; Osney for example, 55% of households have a car and 45% do not (2011 Census). It is inequitable for only 55% to have street space available for storage of their private vehicles.</li> <li>5) They are flexible. If uptake does not meet expectations, the hangars can be moved to other parts of Oxford (or other towns).</li> </ol> <p>In London Low Traffic Neighbourhoods, where cycle storage was part of the intervention, over three years car ownership fell by 6.7% to 20% (based on 2 different analysis methods): <a href="https://findingspress.org/article/18200-the-impact-of-low-traffic-neighbourhoods-and-other-active-travel-interventions-on-vehicle-ownership-findings-from-the-outer-london-mini-holland-programme">https://findingspress.org/article/18200-the-impact-of-low-traffic-neighbourhoods-and-other-active-travel-interventions-on-vehicle-ownership-findings-from-the-outer-london-mini-holland-programme</a>; <a href="https://findingspress.org/article/17128-low-traffic-neighbourhoods-car-use-and-active-travel-evidence-from-the-people-and-places-survey-of-outer-london-active-travel-interventions">https://findingspress.org/article/17128-low-traffic-neighbourhoods-car-use-and-active-travel-evidence-from-the-people-and-places-survey-of-outer-london-active-travel-interventions</a></p>
<p>(7) Local Group, (Oxford Pedestrians Association)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b> Preferred option - Streetpod solution</p> <p>OxPA has long campaigned for cycle parking in roads not on pavements.</p>
<p>(8) Local Group, (Oxford Preservation Trust)</p>	<p>Cranham Street - <b>Concerns</b> Great Clarendon Street - <b>Concerns</b> Hayfield Road - <b>Concerns</b> Nelson Street - <b>Concerns</b></p>

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	<p>Oxford Preservation Trust (OPT) welcome the opportunity to submit comments on the proposed plans for cycle storage provision within Jericho and North Oxford. OPT fully support scheme which will encourage, and assist local residents to make more sustainable choices with regard to travel, and in this case support the principle of providing storage for cycles for those that do not benefit from space within their own homes to safely store bicycles.</p> <p>OPT do however have some concerns with regard the scale and design of the storage solutions proposed as part of this consultation. Both the cycle pods and cyclehoop/falco pod will result in a large structure within the streetscene. It would be helpful to know if there are other, less visually intrusive options available. OPT have concerns, that should storage be allowed in this part of Jericho it could set a precedent for similar proposals within the neighbouring Conservation Areas - which could harm the general character and appearance of the wider area with these potentially large and bulky additions to the streetscenes.</p> <p>So whilst OPT support the principle of providing cycle storage, we feel that in this instance more information needs to be provided, with more detail so the impact of the proposed additions can be fully assessed.</p> <p>Will there be a further round of consultation once you have finalised the scale and style of storage proposed, rather than just indicative pictures?</p>
<p>(9) Local Resident, (Oxford, Albert Street)</p>	<p>Cranham Street - <b>Concerns</b> Great Clarendon Street - <b>Concerns</b> Hayfield Road - <b>Concerns</b> Nelson Street - <b>Concerns</b></p> <p>This survey needs wider distribution than a Facebook notice. Have you sent out notices to all of the Jericho residents?</p>
<p>(10) Local Resident, (Oxford, Argyle Street)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b> Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>Keen to trial something similar in East Oxford. I would be particularly keen if you could do one trial allowing people to have cargo bikes (I think 2 can fit in a hangar as standard) because they offer a genuine car replacement option for</p>

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	many.
(11) Local Resident, (Oxford , Bedford ast)	<p>Cranham Street - <b>Support</b>            Great Clarendon Street - <b>Support</b>            Hayfield Road - <b>Support</b>            Nelson Street - <b>Support</b>            Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>Safe and secure</p>
(12) Local Resident, (Oxford, Bullingdon Road)	<p>Cranham Street - <b>Support</b>            Great Clarendon Street - <b>Support</b>            Hayfield Road - <b>Support</b>            Nelson Street - <b>Support</b>            Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>There is a strong demand for secure bike parking. It is also not fair that the council supplies cheap car storage but not bike storage</p>
(13) Local Resident, (Oxford, Bullingdon Road)	<p>Cranham Street - <b>Support</b>            Great Clarendon Street - <b>Support</b>            Hayfield Road - <b>Support</b>            Nelson Street - <b>Support</b>            Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>Compact, safe</p>
(14) Local Resident, (Oxford, Burrows Close)	Great Clarendon Street - <b>Support</b>

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	Both solutions are fine - more bike parking on Great Clarendon Street would encourage me to visit Jericho's businesses more often.
(15) Local Resident, (Oxford, Chester Street)	Preferred option - Cyclehoop/Falco bike hangar solution  Need for more secure cycle parking throughout the City
(16) Local Resident, (Oxford, Chester Street)	Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b> Preferred option - Cyclehoop/Falco bike hangar solution  Hugely supportive of making it easier for people to keep and use bicycles
(17) Local Resident, (Oxford, Cope Close)	Cranham Street - <b>Concerns</b> Great Clarendon Street - <b>Concerns</b> Hayfield Road - <b>Concerns</b> Nelson Street - <b>Concerns</b>  While I generally support the introduction of more cycle parking I am not sure of exactly what you are proposing to install. The introduction to the proposal refers to secure cycle parking. That infers that it is a lockable facility. I suspect that what you really mean is cycle stands which are only as secure as the lock the user has.  Reference is made to a small loss residents parking but there is no indication on the plans of how much is being lost. The plans accompanying the draft TRO's and statement are inadequate to assess the effect of the proposals.
(18) Local Resident, (Oxford, Cranham Street)	Cranham Street - <b>Object</b> Great Clarendon Street - <b>Concerns</b> Hayfield Road - <b>Concerns</b> Nelson Street - <b>Concerns</b>

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	<p>Whilst I agree that cycling should be encouraged, to select Cranham St., a major access road, as a location is detrimental to those residents who are vehicle owners who already have to fight for space at the best of times, the road seeming to be the chosen location of many non-residents with guest permits due to its access to the footbridge. It seems to me that there are more obvious places in and around Canal Street - the space at the corner of Victor St opposite the Bookbinders, Mount Place, or at the corner of Dawson Place for example - in which to locate these quite large and rather unsightly bike parks rather than take up already limited parking spots to the further frustration of the street's residents.</p>
<p>(19) Local Resident, (Oxford, Cranham Street)</p>	<p>Cranham Street - <b>Object</b> Great Clarendon Street - <b>Concerns</b> Hayfield Road - <b>Concerns</b> Nelson Street - <b>Concerns</b></p> <p>the planned pods/ hangers are permanent structures on the street. Cranham street is very narrow and this is an immovable object. It will also mean people are standing / moving on the pavement/ the street and the area as they put bikes in and out which is further blockage. Vehicles currently get stuck and stacked as it is. Better by far would be a pod/ more secure locking spaces etc on the off road areas where they already are/ there could be more such as Mount Place/ the scrub land next to the Church/ the corner of canal street by the pub. It will be a permanent block right outside my house - reducing access for wheelchair/ vulnerable users/ making it hard to get bit items in and out of the house/ moving etc and mean there will be people up against my house all the time and the cost is unacceptable</p>
<p>(20) Local Resident, (Oxford Cranham Street)</p>	<p>Cranham Street - <b>Object</b> Great Clarendon Street - <b>Object</b> Nelson Street - <b>Object</b> Preferred option - Streetpod solution</p> <p>I strongly object to cycle hangers being positioned outside my home, on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Unsightly: Contradicts OCC's insistence on maintaining the integrity of the streetscape in a conservation area (something which they absolutely insisted upon when I wanted to adapt my house for my terminally ill husband).</li> <li>2. Likely to be noisy as people open and close it possibly at anti-social hours, just a few feet from my bedroom window.</li> </ol>

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	<p>3. Eyesore when looking out of the house - I have always taken great pride in maintaining the attractive Victorian exterior of my property and this will be marred by a metal bunker directly outside the door.</p> <p>4. Security risk: Means that people will be pausing directly outside my house and can look through windows and glazed doors.</p> <p>5. Only benefits 6 people approximately. Completely inadequate response to numbers of bikes on street, so rather pointless. Also because people will possibly have to pay a fee to use it, it is not universally beneficial.</p> <p>6. Will block direct access to my house - I have an elderly disabled mother, who can only visit if she is dropped off directly outside my house. This will prevent her being able to visit.</p> <p>7. Could potentially impede access to my house for exit, deliveries, etc. if people are locking up bikes with the bunker door up.</p> <p>8. My workbench/desk is in front of the window in the front room. When vans park outside, this impedes light into this room. A permanent structure directly outside would permanently obscure the light in this room, which is a very depressing thought.</p> <p>9. Would make more sense to locate these facilities closer to the multiple occupancy flats being built at the end of the road, because those occupants do not have halls or gardens to lock their bikes up in. Ideally I would rather they didn't mar Jericho with ugly metal bunkers.</p> <p>This seems like a very small scale solution to a large scale problem.</p>
<p>(21) Local Resident, (Oxford, Cranham Street)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Nelson Street - <b>Support</b> Preferred option - Streetpod solution</p> <p>It is certainly important to increase secure cycle parking and discourage cars but I find the hangar solutions rather ugly. I am a cyclist whose house opens directly to the pavement but prefer to keep my bike indoors to protect it from the weather.</p>
<p>(22) Local Resident, (Oxford, Cranham Street)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b></p>



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	<p>Preferred option - Cyclehoop/Falco bike hangar solution We use bicycle trailer (Thule Chariot Cougar) to commute with our young daughter to and from nursery and generally to travel around Oxford to avoid using a car. Houses on our road (Cranham Street) have no front gardens, so there is nowhere to store our trailer. We can wheel the bikes inside the house (which is not ideal either), but the trailer is a bigger issue, because it doesn't fit through our front door without taking the wheels off, which is very awkward considering you need to do it every time you leave or come back to the house. It then needs to have the wheels put on again and be wheeled through the whole house into the back garden shed. I support the secure cycle hangars, but please ensure that the design chosen can accommodate the size of cargo bikes and trailers, as well as being covered. Bikes are generally narrow and can be fixed into streetposts (again, not ideal as it causes obstruction to wheelchairs and buggies), or wheeled into houses, but trailers and cargo bikes need secure and covered storage. In light of the climate emergency we need to be supporting all ways of green travel and I believe that if a secure /covered storage was provided, more people would use bikes, trailers and cargo bikes instead of using a car to drop off their children to and from school or nursery or to go to a park a little further away. Streetpod type storage is not a suitable solution for this purpose, but I am not against installing it, in addition to the hangars, so there is a free secure cycle storage available as well for those with standard bikes. Having said that standard cycle hoops are a lot less expensive and look definitely better than the plastic streetpod.</p> <p>The cost of £65 a year seems a bit excessive considering this is a cost of a single car space and the hangar would be shared between several bike owners, but I personally would pay it to have an easier access to our trailer when we need it. I would like to point out that between the two hangars considered cyclehoop and falco, only the cyclehoop could accommodate anything other than a standard bike, the raised rails in Falco's hangar would make it impossible to be used by cargo bikes or trailers, please consider this when making your decision. Please also ensure that there is sufficient number of these, both hangars can store 6 standard bikes only, it is not clear how many are proposed in each location. Will you ensure the priority of space is given to those with large bikes and trailers that cannot be wheeled into the houses?</p>
<p>(23) Local Resident, (Oxford, Cranham Strete)</p>	<p>Cranham Street - <b>Object</b></p> <p>Your reasoning as outlined in the document is due to the high amount of bike theft and inadequate cycle parking in the area resulting in people parking their bikes in front of their houses on the street.</p> <p>The whole of Oxford is known for high levels of cycle theft, Cranham street is a relatively quiet street and in comparison to other areas I would think has lower levels of theft. As a resident on the street I regularly see bikes parked up with no locks and these are also bikes that could very easily be bought into homes and parked in the gardens, which most of the houses on Cranham street have. It is just laziness that results in these bikes being left on the street. If the cyclists looked after their bikes they wouldn't have them stolen so really it is an education on how to</p>

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	<p>look after your bike and not leave it out to be stolen that is needed not secure parking, this would also be alot cheaper.</p> <p>Putting in these proposed cycle parking would encourage more people to the street. We already have an increase in traffic caused by the Rickety Press, we don't need to encourage more people using the street for secure parking when it is predominately a very quiet family street.</p> <p>We have already lost parking bays in the area due to the addition of street seating for the Rickety Press, a loss of further with no alternative would not be welcomed.</p> <p>For these reasons I strongly oppose the addition of these facilities.</p>
<p>(24) Local Resident, (Oxford, Frenchay Road )</p>	<p>Great Clarendon Street - <b>Support</b>          Hayfield Road - <b>Support</b>          Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>Cyclists should be supported in Oxfordshire</p>
<p>(25) Local Resident, (Oxford, Great Clarendon Street)</p>	<p>Cranham Street - <b>Object</b>          Great Clarendon Street - <b>Object</b>          Hayfield Road - <b>Object</b>          Nelson Street - <b>Object</b></p> <p>Further reducing (paid for btw) parking space in Jericho is going to make it very difficult for families with children and people with carers.</p>
<p>(26) Local Resident, (Oxford, Great Clarendon Street)</p>	<p>Cranham Street - <b>Concerns</b>          Great Clarendon Street - <b>Concerns</b>          Hayfield Road - <b>Concerns</b>          Nelson Street - <b>Concerns</b></p> <p>Paying for use is exclusive and not efficient. The pods take up a lot of space. What is wrong with a normal covered cycle shelter. With rails to lock bikes to?</p>

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<p>(27) Local Resident, (Oxford, Great Clarendon Street)</p>	<p>Great Clarendon Street - <b>Support</b></p> <p>I am delighted to hear that the Council is taking steps to improve cycle parking in Oxford but I am not convinced that these hangars are the right solution, for three reasons:</p> <ol style="list-style-type: none"> <li>1) They do not look easy to operate (especially for those of shorter height) and may be quite noisy to open, at night or early in the morning. I would be worried about the roof coming down on me while in it. Also, how theft-proof are they?</li> <li>2) Based on the illustrations there is not enough space between cycles to park and secure them comfortably - my bike has panniers, other bikes have child seats or front/ back baskets that would be challenging to squeeze in.</li> <li>3) The cost of £65 is prohibitively high - we need to park two and cannot afford this fee which, in three years, is the equivalent of the cost of the new bike. It also seems totally unfair that parking for a single bike would cost as much as for a car. The price for cycle parking should be much lower than for a car.</li> </ol> <p>Could the Council not install more of the simple bike racks, identical to those on Albert Street, in the planned locations? Ideally with a bit more space between the individual racks.</p>
<p>(28) Local Resident, (Oxford, Great Clarendon Street)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Object</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b> Preferred option - Streetpod solution</p> <p>2 reasons I object: 1. Because the site in GC St is unsuitable - when I park there I have regularly been requested to move my car by utility vehicles trying to reverse into School Court eg rubbish trucks, water, BT who cannot make the reverse turn with a car parked in that space. I think the bike storage pod needs to be moved further towards the canal by 2-3 spaces to ensure utility access is possible.</p> <p>2. I am trying to request the double yellow lines across my house 80 GC St are removed as they are historical - the dipped kerb was removed in 2019 when the house was converted. Without these lines being removed to open up an additional parking space for my vehicle I don't think we can afford to lose a car parking space on the road for a bike storage facility. Please could you chase the dept to discuss this issue. If you trade the historical double yellow line</p>

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	<p>space for the bike storage space then no harm is done and in the spirit of reducing climate change I can then purchase and charge an electric vehicle?</p>
<p>(29) Local Resident, (Oxford, Great Clarendon Street)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b> Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>We currently have to wheel bicycles through the house to store securely in back garden. Would much prefer a hangar. Also wanted to offer support to any bike scheme on the basis that people are more likely to bother with registering and feeding back because they want to complain. We want to register whole-hearted support!</p>
<p>(30) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Concerns</b></p> <p>Hayfield Rd already has a Street Review ongoing ie Your Vision orchestrated by Sustrans building on the Healthy Streets survey. The hangar/pod initiative undermines a legitimate attempt to get consensus on how the street should be used and how it should look in the next 10 years. This is heavy handed, unconstitutional and it should not be imposed on an area, which has taken steps to have a proper consultation. Hangar/pods may be a desired outcome of the Street Review, but to impose them now is to pre-empt a valid and democratic process. Please postpone implementation of hangar/pod deployment until you see the outcome of the Street Review.</p>
<p>(31) Local Resident, (Oxford, Hayfield Road)</p>	<p>Cranham Street - <b>Concerns</b> Great Clarendon Street - <b>Concerns</b> Hayfield Road - <b>Object</b> Nelson Street - <b>Concerns</b></p> <p>I strongly object to any proposition to place cycle pods/hangars on our road. We do not have a problem in Hayfield Road with bicycles and there is no need for any cycle pods/hangars and I certainly would not use one. One of our bikes is securely and safely padlocked to the front of our house and the other we take into the house. Cycle pods/hangars would be an unsightly, intrusive and unnecessary addition to our road. Bicycle owners are able to securely attach their bikes to the fronts of their houses without a problem. I regularly push a buggy up and down the</p>

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	<p>road and have never been inconvenienced by bikes that are padlocked to houses on the pavement. Parking spaces are at a premium for residents in the road (as you will be able to see from the number of parking permits the council have issued) and to take up two, or even one, space with pods/hangars would put more strain on the spaces left for residents' cars and for visiting workmen or carers. I do not feel that we need any cycle pods or hangars as there is not a problem with bicycles.</p>
<p>(32) Local Resident, (Oxford, Hayfield Road)</p>	<p>Cranham Street - <b>Concerns</b> Great Clarendon Street - <b>Concerns</b> Hayfield Road - <b>Object</b> Nelson Street - <b>Concerns</b></p> <p>This is an unnecessary and misconceived "solution" to a non-problem. I would suggest that the majority of the very large numbers of bike users who live in Hayfield Road have no problem whatsoever with securing our bikes outside, or inside, our houses, and we will doubtless continue to do so, with or without pods or hangers (which would only supply a proportionally tiny number of spaces anyway). Parking space is limited in Hayfield Rd and the loss of spaces to accommodate potentially unused cycle storage would certainly cause a problem for residents (most of them car owners as well as regular cyclists) The very ugly pods and hangars would also not enhance our streetscape (about which we have extensively collaborated on consultations with the City Council) and would attract graffiti as well as attempted theft. Given the proximity of our front doors and windows to the pavement and street (our doors open directly onto the pavement) pods and hangars located outside certain houses would also be unacceptably intrusive. In conclusion, as an attempt to get bikes off the pavement altogether, or to encourage more cycling, this proposal is utterly pointless and unhelpful.</p>
<p>(33) Local Resident, (Oxford, Hayfield Road)</p>	<p>Cranham Street - <b>Concerns</b> Great Clarendon Street - <b>Concerns</b> Hayfield Road - <b>Object</b> Nelson Street - <b>Concerns</b></p> <p>Background Before listing my reasons, I would like to present some relevant background information as a context to my comments. I have lived on Hayfield Road for 41 years. Together with my family (wife + daughter) cycling was an important part of daily life. For many years and in common with several other residents we kept our bikes in the backyard. In later years we kept bikes at the front of the house secured by a D-lock and a staple bolted to the wall.</p>

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	<p>Part of the new proposal is the introduction of a 5 metre long cycle hangar outside 36 Hayfield Rd. The width of my house is 5 metres. The distance from the proposed Hangar to the front of the house is 1.8 metres.</p> <p>From information provided, the purpose of the Hangar project is as follows:</p> <ul style="list-style-type: none"> <li>• To encourage more cycling</li> <li>• To deter bike theft</li> <li>• To trial the hangar idea as a feasible deterrent to bike crime</li> </ul> <p>Reasons for objecting</p> <ul style="list-style-type: none"> <li>• No evidence has been provided to support the claim that installing bike hangars will encourage cycling. In discussion (15 /11/21) it was reported that 52 locked bikes were counted outside HR houses on one daytime visit. Based on this statistic there is little scope for increase cycling in HR.</li> <li>• No substantial evidence has been provided that HR is a hotspot of cycle crime in need of priority amelioration by the unproven procedure of cycle hangar installation.</li> <li>• The College of Policing is a What Works Centre to provide comprehensive research evidence on crime reduction to guide decision-making on public spending. The College identifies four interventions to address cycle crime. I note that the Hangar concept was not identified.</li> <li>• There is a paucity of information on the trial of the Hangar project. E.g. How long will the trial last? How HR fits in to the trial scheme etc.</li> <li>• It is not clear whether the purposes of the project shown above are Aims or Objectives. That is, broad intent (Aims) or specific Objectives with measurable outcomes.</li> <li>•The close proximity of the Hangar to 36 HR is of great concern to me. As a permanent structure it will dominate the front of the house and circumscribe the outlook from inside.</li> <li>•There is the strong possibility of a number of unwelcome repercussions: noise from the contraption, problems of car parking and accessibility for the disabled, a target for anti-social behaviour, a site for the collection of leaves and other debris and the dumping of garbage.</li> <li>•Over many years HR has managed to retain its unaffected charm. I fear the proposed changes will put at risk this aesthetic for little or no gain.</li> </ul> <p>I strongly object to the proposals.</p>
<p>(34) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>I think the proposed installations are ugly, and occupy too much space for the benefit they provide.</p>

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(35) Local Resident, (Oxford, Hayfield Road)	<p>Hayfield Road - <b>Object</b></p> <p>Potential loss of on street parking. Noise of people using bike hanger. Location of bike hanger- where is it proposed to be placed- outside someones house?. No need for bike hanger, would add to clutter of street furniture already on the road. Would not use- cost far too high.</p>
(36) Local Resident, (Oxford, Hayfield Road)	<p>Hayfield Road - <b>Object</b></p> <p>Parking is already extremely limited on Hayfield Road and what is being suggested would make this even worse. The hangar solution would be unsightly and potentially noisy; as houses open directly onto the pavement we are not protected from noises in the street. I am not aware of any residents having an issue with locking their bikes to bolts on the front wall.</p>
(37) Local Resident, (Oxford, Hayfield Road)	<p>Hayfield Road - <b>Object</b></p> <p>The storage of bikes is not a problem in Hayfield Road - people can push push chairs along the pavement. Also the proposed solutions are ugly and already car parking is difficult. I think many people would still put their bikes in front of their houses anyway.</p>
(38) Local Resident, (Oxford, Hayfield Road)	<p>Hayfield Road - <b>Object</b></p> <p>Firstly- The council should only allow up to 2 parking permits per house. Charge double for the second permit. At present the last time I applied for a permit it seemed households could apply for up to 4 permits per house. That is ludicrous. Each house front here is the equivalent of one smallish car parked lengthwise. Rather than use the space for bike pods or whatever it would be better to solve some other issues in this street: a) help the air quality with some small trees planted in above ground planters (because there is a large drain going down the centre of the street).</p>

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	<p>b) many residents have confirmed that it is possible to push wheelchairs and push chairs down the street even with bikes chained to house fronts.</p> <p>c) you would not be able to supply sufficient pods for the number of bikes in the street..and the aspect would be dire anyway.</p> <p>d)a far more important issue for this street - for the council to address with its time and money is the blatant abuse of the barrier at the south end of this street.(put in place in the mid 80's)</p> <p>there is flagrant abuse by motorbikes and scooters speeding through at all times. One of the reasons is that the barrier that was previously there at some point got removed and not correctly replaced. There are plenty of examples in Oxford where there are chicanes to stop motor bikes etc and pedal bikes, even with child extensions can be taken through. Indeed in the past I believe there was a notice saying 'cyclists dismount'...sorting this issue out is for me a far greater priority than the bike pods. Then put in some trees please.</p>
<p>(39) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>We are a pushchair-car-bicycle-owning household on Hayfield Road.</p> <p>The whole road currently parks their bikes against the houses. We have a large pushchair and we go up and down the Road every day and we have never experienced any obstruction. We have never encountered someone in wheelchair struggling to go along our Road. If we're worried about access to bins/rubbish bags, the pods/hangars don't solve it as they will obstruct the collectors just as cars do. Anyone at the end of the street (like us) is unlikely to use a hangar half way down the street, so this will simply mean worsen the tight parking situation for those who will be near the hangar.</p> <p>Our Road doesn't need any more encouragement to cycle---almost all of us do anyway. These hangars will only cause inconvenience without shifting choices. If you want infrastructure that actually shifts people's choices, then EV charging is much more sensible to encourage people to switch from petrol/diesel vehicles to EVs.</p>
<p>(40) Local Resident, (Oxford , Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>As a cyclist who lives on Hayfield Road I see no need for the streetpod or bike hanger, would not use one and am concerned that it would make the road even more crowded. I am also unhappy about noise at night when people unlock the pods since one of the two bedrooms faces the road and is directly above the pavement since we have no front gardens/paths. I am also very angry that this proposal was raised without prior consultation with residents. Based on experience elsewhere, these solutions are really important in roads where there are blocks of flats facing</p>



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	the street - not the case in Hayfield Road.
(41) Local Resident, (Oxford, Hayfield Road)	<p>Hayfield Road - <b>Object</b></p> <p>Lots of residents here attach bikes to their houses and I am not aware of any recent thefts or vandalism of any bikes on our street. At the moment people have their bikes outside their front door, instead you'd have to pay and to walk down the road to get it. This would cost 2 parking spaces which are in huge demand. Very lively discussion on our street email chat, overwhelmingly against! Please give this to some people who want it.</p>
(42) Local Resident, (Oxford, Hayfield Road)	<p>Hayfield Road - <b>Object</b></p> <p>Cycle pods are not going to discourage people from driving. The majority of people in the road already cycle and are happy with the current arrangements. The pods are large and provide limited space for bikes at a distance from peoples homes. The pavements are wide enough to accommodate bikes and wheelchairs, pushchairs etc. I would prefer to see electric charging points and facilitated car sharing.</p>
(43) Local Resident, (Oxford, Hayfield Road)	<p>Hayfield Road - <b>Object</b></p> <p>The proposed bike storage proposals are inappropriate for Hayfield Road. An apparent solution to a problem that does not exist, and would be generally detrimental to the street environment.</p>
(44) Local Resident, (Oxford, Hayfield Road)	<p>Hayfield Road - <b>Object</b></p> <p>I don't own a car, and I rely on my bike for all local journeys. But I oppose the proposed installations because there is already a severe shortage of car-parking spaces in Hayfield Road; drivers of delivery vehicles and tradesmen's vans frequently struggle to find anywhere to park. Furthermore, one of the proposed sites for a hangar/pod is on a stretch of double yellow lines (outside no. 55) which currently provides an essential passing place for traffic in this very narrow street. I particularly dislike the proposed hangar because it will inevitably attract offensive graffiti tags. And I doubt if anyone would be willing to pay £65 to use it because of the time taken to walk to it, unlock it, remove one's bike, and</p>

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	<p>re-lock it. I am currently conducting an informal email survey of Hayfield Road residents' views. So far (5 November), 26 have voted against the proposed scheme, and only one person has voted in favour of it.</p>
<p>(45) Local Resident, (Oxford , Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>No problem with bicycle stealing, no need for hangars, expensive, costly to use, will not improve the looks of Hayfield Road and will take up valuable parking space and generally make the street look cluttered. The money best spent elsewhere on cycle tracks on pavement on Woodstock and Banbury roads Oxford.</p>
<p>(46) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>Recently there were 52 bikes outside the Hayfield Road houses so taking 12 off the pavement is hardly going to make a difference. Car parking is already very tight especially during the week with delivery vans, builders and skips.</p>
<p>(47) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>Cycle theft NOT an issue in this particular street. Pavements wide enough to accommodate bikes whereas narrow roads already cluttered (bigger problem than pavements as is Sustrans route so heavy non resident usage). Bike storage not requested by residents but IF trial proceeds than locate storage at very top &amp; very bottom of road where there is more space &amp; NOT in front of houses .</p>
<p>(48) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>I Have studied all the other residents' contributions with great care and find that the vast majority of them coincide almost exactly with those I wrote down on a full A-4 sheet which I had prepared before filtering through the earlier submissions. So I can see no argument that persuades me to change my original conclusions.</p> <p>As a resident of Hayfield Road ,which has been my home for at least 45 years, I am strongly opposed to this absurd and needless proposal . It would constitute unsightly blots on our landscape to be dumped on our street ,with all the attendant problems that they might entail.</p> <p>As a "veteran" cyclist throughout my time here, I can see absolutely no reason why Council funds should be frittered</p>

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	<p>away on this absurd proposal. These pods &amp; hangars have no place in our Victorian Conservation Area and the sooner these proposals are dead and buried the better.</p> <p>We certainly do have problems from thoughtless speeding cyclists who seem to have no time for anyone except themselves but that is another matter. I'd be happy to make a few suggestions as to how Council funds could be more sensibly used to make a REAL difference to the safety of cyclists in the City.</p> <p>Back in the 1980's the Council made an excellent decision towards increasing the safety of our residents by closing the street at the southern end. This decision considerably reduced the annual number of accidents in Hayfield Road. We know from this lengthy experience that Councillors do listen carefully to reasonable arguments and we hope that on this occasion they will also recognise the worth of our objections to the present proposals.</p>
(49) Local Resident, (Oxford, Hayfield Road)	<p>Hayfield Road - <b>Object</b></p>
(50) Local Resident, (Oxford, Hayfield Road)	<p>Hayfield Road - <b>Object</b></p> <p>In brief: As a resident of Hayfield Road I would prefer not to have bicycle hangars positioned in our road. I would not use one or wish to pay for one, would not want to manoeuvre around them when negotiating traffic in the street or when finding a parking space.</p>
(51) Local Resident, (Oxford, Hayfield Road)	<p>Hayfield Road - <b>Object</b></p> <p>Strongly object. There is no issue with cycle storage on Hayfield Road. This proposal would be a terrible and unjustifiable waste of public money. Your statement of reasons is flawed because a) there is already ample secure cycle storage for large numbers of cycles, because cycles are not just propped as you claim, but they are anchored to secure anchor points to houses where resident wish to have them which is a low cost and highly secure solution b) the bikes do not block the pavement for pushchairs, mobility scooters or wheelchairs. That is a myth and is misinformation. My wife and I have extensively used a large two child pushchair for years without any issues whatsoever. So you are trying to force something on residents that is simply not needed. You are trying to provide an answer to a problem that does not exist. Residents who want a cycle have always had them and have always been able to lock them to the front of the house. Some cycles have been stolen over the years, but not from houses with secure anchor points using good locks which any resident can install for very low cost. If you are really worried about cycle theft then offer residents an anchor fixing point to be fitted. I have lived here since 1984 and my parents have</p>

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	<p>lived here since 1975 and we like our cycles locked to the front of the house where they are secure and it is part of the character of the road to have cycles along the pavement attached to houses definitely for over 50 years and probably for over 100 years. What is more car parking is also extremely limited to the point that we often cannot find a space as it is and often there is inadequate space for motor and cycle traffic to pass. Introducing two hangers or pods would result in even more difficulty parking and fewer essential passing spaces in the road for traffic and cyclists and the constant stream of delivery vans to pass each other safely. This could cause an accident because where traffic cannot pass vans etc often have to reverse along long stretches of the road which is dangerous. Two hangers would be like having an extra two cars permanently parker in the road making passing traffic even harder and more dangerous. There is an overwhelming objection to this proposal from the vast majority of residents and if you disregard the multiple objections and press ahead you will be forcing something that is not wanted by the vast majority which would be dictatorial and also completely undermine the consultation process. I can see that such cycle storage solutions would be very good for situations where there is nowhere to safely store cycles with high theft rates like inner city high rises etc., but that does not apply to Hayfield Road because there is ample secure cycle storage already if residents fit secure anchor points and use good locks as has always been necessary anywhere in Oxford. Your statement of reason is also flawed because introducing such solutions won't increase cycle use at all because we already all have cycles and secures places to lock them. I also think it is deeply inappropriate and shameful for you to suggest charging money to store cycles. One can't help feeling the stealth agenda here may be to introduce hangers on a trial charging people and then ban or try to phase out locking cycles on the front of the house introducing more hangers and charging everyone to make some money which if the case would be disgraceful. Causing serious disruption to the flow of traffic and so safety issues on the road for the sake of storing 12 cycles, which can already be stored securely locked to houses, is madness. The double yellow line areas where you propose to put cycle storage is there for a reason so safe passing can take place so it is not free space. The hangers would also ruin the character of this iconic road by having ugly storage systems completely out of keeping with the aesthetics of this Victorian road. The alternative free to use pod storage is a bad idea for the reasons already outline above, but also because Sheffield type steel cycle locking points are difficult to use and bikes always get jammed or abandoned etc. I think the public money and cycle storage solutions should be used elsewhere somewhere where they are actually needed and somewhere they will be appreciated. So in short I would like to register a strong objection. Thank you for your consideration of my response.</p>
<p>(52) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>Personal objections: no interest in using a space in cycle hangar, concerns about safety and access on narrow road which is a heavily-used cycle route with added hazards of cycle hangars, detracts from appearance of road/conservation area, potential target for graffiti/antisocial behaviour/collective bike theft</p>

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	<p>Wider objections: nature of consultation has not engaged residents ahead of process, and conflicts with culture of consultative process in progress as instigated by residents - the Hayfield Road Street Review - which looks to introduce changes by establishing areas of consensus amongst the residents first, then reviewing options, before trialling any initiatives before any permanent changes are made</p>
<p>(53) Local Resident, (Oxford, Hayfield Road)</p>	<p><b>Hayfield Road - Object</b></p> <p>I am objecting to the proposals as I don't see any need for cycle hangars in Hayfield Road. Residents don't have to be persuaded to cycle - we are already aware of the benefits, as shown by the number of bikes on the road. We are not a road of HMOs; we're a quiet, no-through road, and bike theft isn't a significant problem. Nobody has to carry their bike up any stairs if they want to keep it indoors. As far as I am aware no resident has said they would pay to use a hanger, so it is likely that they would sit empty. Car parking and passing in our narrow road is difficult enough - we can't afford to lose two spaces. Visually the hangars would be an eyesore and out of keeping with the character of the road.</p> <p>Under what criteria has Hayfield Road been identified as a good site for two hangars? That we don't have front gardens? I find it disturbing that the consultation seems to be about the precise location of the hangars rather than about whether we should have them at all. I feel that residents should have been consulted earlier in the process to see if there is a need or desire for hangars, and that we should be told why our specific road has been selected.</p> <p>I think the money could be better spent elsewhere on other safety projects. I also think that if Hayfield Road is going to benefit from any public money, then improving the road surface and clearing the gutters would be far more beneficial for all road users and residents.</p>
<p>(54) Local Resident, (Oxford, Hayfield Road)</p>	<p><b>Hayfield Road - Object</b></p> <p>Streetpod would not be an option I would want to use as a resident. I am more than content to bring my bike into the house. I don't find the bikes chained outside houses a problem. Streetpods would be visually and physically intrusive, take up large amounts of space that are needed for vehicles to pass and potentially sites for graffiti. I need to be better convinced Streetpods (and cycle hoops) would address an important need for residents over and above current arrangements.</p>

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<p>(55) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>I'm not aware there's any current problem with bike storage on Hayfield Road (residents chain them to hooks attached to their houses); it's unlikely many cyclists would walk to/from a pod with their bike; there's enough room for prams and pedestrians with the current situation; the loss of any double yellow lines would be strongly detrimental (including for cyclists) as they offer a necessary passing place for traffic going in opposite directions; nor would households want any parking spaces to be lost. As many have said, it would be a poor solution to a problem that doesn't exist. I applaud those submitting the proposal for trying to help, but in this case it wouldn't.</p>
<p>(56) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>In Hayfield Road they are not needed, we don't have a problem with bikes parked on the wide pavements, very few (if any) would use them, they are ugly, they won't increase use of cycles as everyone who wants to cycle already does. Please offer them to a street that would welcome them.</p>
<p>(57) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>I am writing to add my comments to the groundswell of public opinion objecting to the proposed installation of 2 bicycle hangars in Hayfield Road. It will already be evident that there is some considerable opposition to this scheme amongst residents who feel that this is quite simply the wrong place for such a proposal to be implemented.</p> <p>I understand that the declared objectives of the scheme are as follows:</p> <ul style="list-style-type: none"> <li>- To encourage more cycling</li> <li>- To deter acquisitive crime</li> <li>- To trial the cycle hanger concept</li> </ul> <p>I would suggest that in all three respects the trial in Hayfield Road is inappropriate, unnecessary and undesirable given the specific context here.</p> <p>1. Hayfield Road, part of the designated city cycle route, is already a street of committed, environmentally aware, cyclists and pedestrians. A significant proportion of households have at least one bicycle, many have more. A large</p>

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	<p>number of households with bikes also have a car, but people already prefer to cycle or use public transport whenever it is at all feasible. A recent spot count of bikes revealed at least 60+ bicycles safely and securely accommodated outside houses (many people have installed bicycle rings at the front to facilitate safe storage). The pavements in Hayfield Road are wide and there is ample room for the passage of pedestrians and buggies with no reported issues arising from bikes parked outside houses.</p> <p>I would therefore argue that the proposed provision of up to 12 expensive new bicycle parking spaces is not going to make any difference at all to the numbers of people choosing to cycle, and would also make a completely insignificant contribution to safe bike storage. I have no doubt that the majority of residents will continue to park their bikes safely and securely outside their houses, or in side entrances or back gardens, for free, as they have done for generations, whether the hangars are installed or not.</p> <p>2. No evidence suggests that there is a major problem with the theft of bikes in Hayfield Road. The mentioned figure of 11 thefts in total reported in the past 4-5 years does not suggest that there is any significant problem with such "acquisitive crime". There is also some concern that bicycle hangars located directly outside our houses could actually present a focus for concentrated gratuitous aggressive vandalism and graffiti (Hayfield Road has a lot of through movement of groups of people, particularly at night).</p> <p>3. There is a general feeling that Hayfield Road has been chosen to be part of this trial without any preliminary discussion with residents to determine whether it is in fact appropriate to the specific needs of the street. For example, no parking assessment seems to have taken place to investigate the impact of the removal of two or more parking spaces in a street where parking for residents, visitors, deliveries and service vehicles is already extremely tight and difficult to manoeuvre. I am not a car owner, but I feel the issue of the loss of any available safe parking is of crucial importance here and has not been considered properly.</p> <p>In conclusion, there is some general fear in Hayfield Road that this current "consultation" is a consultation in name only and that the full implementation of the trial is simply going to be a fait accompli. I really hope that this will prove not to be the case and that the money put forward for hangars here will be better spent on facilitating safe cycle storage elsewhere where it is really needed and where it will be effectively used.</p>
<p>(58) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>I am writing to say I am against putting bicycle bins on Hayfield road. Unnecessary and clumsy in the small space Ugly too. Hayfield road has the possibility of being a small Community of houses the bikes against houses are not</p>

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	<p>Any bother even to me with my walker.</p>
<p>(59) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>I am sure I and most residents understand and would support efforts to make Oxford a safe and healthy city. Part of that would be to increase modes of transport with fewer negative emissions for the climate - walking, cycling, electric vehicles.</p> <p>Why Rationale for the pilot has been given as: high level of bike crime in the area provision of safe storage for bikes would encourage more bike usage contributing to overall city strategy.</p> <p>On investigation it appears for this street the level of bike theft is low and has not been felt as an issue by residents.(11registered thefts in last 4.5 years). Currently there are over 60+ bikes here in the street (based on a walk by visual survey of bikes at the front of houses this autumn). More are kept in side ways and at the back of houses. Most houses have rings and lock bikes to the front of the house. Thus bike ownership and usage is very high here already and storage would not make a difference.</p> <p>The width of Hayfield Rd pavement means that bikes parked at the front of the houses do not obstruct passage of child buggies or wheel chairs.</p> <p>Where The pilot project is to be tested in terraced streets in Jericho and St Margarets (Hayfield Rd). Hayfield Rd is being highlighted to receive 2 hangars and the other streets one each.</p> <p>The rationale for choice of locations seems to have been made on the flimsiest of assessments. Nobody made contact with the residents' association or really did a 'pre' consultation to find out street level information from residents or their representatives.</p> <p>Hayfield Rd is a designated cycle route, is a key route to a primary school and is a dead end road. All these aspects</p>



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create specific issues for consideration when proposing to eliminate existing parking or passing spaces. It appears that these aspects have not been adequately considered if at all. They impact safety.

The storage hangars would likely be a focus for anti social behaviour that particularly happens on long summer nights. Kicking and graffiti.

### What

Hayfield Road is an architecturally unique street and has a very particular and coherent aesthetic. Any added street furniture should be installed with caution unless this is to be messed up.

The number of pilot storage units would provide minimal places given the total number of bikes in the street and potential number of e-bikes in future. Therefore we have to find a long term solution - this pilot serves just to waste govt resources at this stage. The process is also a waste of our time and does nothing to encourage people to engage in future initiatives.

### How

I raise considerable issue with the process being undertaken to 'consult' residents on what is effectively and very obviously a 'fait accompli'.

The National and Local Government mantra is that they want 'communities' to get involved, to define how they want to see their towns and cities and local areas develop. Indeed as an example the Dept for Levelling up states:

"Local people know best what will make where they live better".

-this so-called consultation has been carried out in a top down non consultative way disregarding our community's knowledge and concerns

-it is a blatant contradiction in being called a consultation when it is a fait accompli

The Local Govt Association notes the lack of skills at local govt level in community consultation - through the support and guidance they are now offering to councils. However there has to be real political will for this if it is carried out.

- carrying this out in this way is a blatant waste of money (pushing on us something that we clearly do not want at this time).

This street is already engaging in a process to define what it needs to put in place to improve our living environment with the help of relevant actors in due course..we request this process be respected.

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	<p>Please use the storage units designated for our street for a street/location in the city where there is clear demand and need.</p>
<p>(60) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>I am supportive of secure cycle storage hangars overall - but only when located wisely.</p> <p>So I am writing to list my objections to ANY changes to parking in Hayfield road (a totally inappropriate location) to accommodate unwanted fixed cycle hangars.</p> <ol style="list-style-type: none"> <li>1. Reasons for removal of parking space for installation of unwanted fixed cycle hangars are not valid for this location.             <ol style="list-style-type: none"> <li>a. Encouraging active travel - Most Hayfield road residents already cycle so do not need street storage to encourage them.</li> <li>b. Theft prevention - I have done a FOI request for reported thefts in Hayfield road over the last year as we have minimal theft &amp; also less bike theft relative to other more appropriate roads (Hayfield road residents are mainly families &amp; retired people not HMOs so around more than students).</li> </ol> </li> <li>2. No demand from Hayfield road residents since we currently don't have a storage or security problem. The cycle storage idea was rejected in summer 2020 when HRRRA was approached by CycloX because current arrangements are convenient and free of charge. We have wide pavements, so parked bicycles on pavements do not substantially reduce space for pedestrians or buggy users If these are imposed it is likely that nobody will use them, so no revenue &amp; cost of removal.</li> <li>3. 2021/22 street review (with Sustrans) - Hayfield road residents are currently engaged in thorough grassroots consultation so any parking removal/fixed cycle storage action is premature &amp; compromises development of the fuller &amp; longer-term genuine community consultation.</li> <li>4. Detrimental to Victorian suburb street scene - Hayfield road is part of St Margarets North Oxford conservation area &amp; fixed grey metal cycle hangars are an inappropriate eyesore. If we are to add anything permanent to this narrow road then street planters with trees are far preferable.</li> <li>5. Busy Sustrans route - Hayfield road is part of a nationally advertised &amp; marked Sustrans route so the road cannot accommodate unnecessary permanent fixed obstructions. Loss of flexible space is a serious issue &amp; loss of car parking space is an unnecessary inconvenience.</li> </ol>

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	<p>I would add that that locating unwanted fixed cycle hangars in Hayfield road risks ignoring democratic wishes of residents in order to spend money to an arbitrary deadline. Why not locate these cycle hangars where bike owners have requested them?</p> <p>I hope my 5 points - i.e. not Hayfield road, not NOW (Non answer to non problem) can ALL be considered for this “consultation” .</p>
<p>(61) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>Although I am broadly in support of the County Council encouraging more people to own and use a bicycle I would like to register my strong objection to the two bike hangars intended for my street.</p> <p>1) Bike thefts – lack of Having lived in Hayfield Road since 1985 and having raised our family here I speak as a family that has owned 4 bikes, one generally parked on the pavement at the front of the house and three in our side access passageway. We have never had a bike stolen. Anecdotally I haven’t heard complaints of bicycles in Hayfield Road being targeted.</p> <p>2) Already a high level of pedal bicycle ownership Hayfield Road residents have a high level of bike ownership already, I can’t imagine that there are householders that are refraining from purchasing a bike because there isn’t a bike hangar nearby. Most people are comfortable locking their bikes to their houses, it’s convenient, accessible, costs nothing and , with a non-tamper inset ring and a decent bike lock, very secure. I use my bike daily and have the convenience of being able to step out of my door, unlock and be off.</p> <p>Hayfield Road is fortunate that the pavements are a comfortable width – a bit wider than many of the surrounding streets - and so a single bike attached to a ring in the brickwork doesn’t impede the progress of child buggies or wheelchair users.</p> <p>3) Location of hangars outside no 55 and no 36 Hayfield Road.</p> <p>I can see that the proposed locations are intended to space the hangars so that residents can access the hangars equitably, however, I object to their proposed placing for the following reasons:</p> <ul style="list-style-type: none"> <li>- Reduction of car passing and car parking spaces</li> </ul>

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Hayfield road is a busy cycle route for both children travelling twice a day to Phil & Jim, St Barnabas primary schools and a conduit for older pupils on their way to the Cherwell School and other local schools. One of the main features of Hayfield Road is the much-valued street closure at the southern end. As a no-through-road all the car traffic, the increasing number of online shopping delivery vans, supermarket deliveries, tradesmen and waste collection vehicles need to be able to penetrate south to the turning circle and retrace their route, so every journey is a double journey. We have crucial double yellow lines at the north junction with Frenchay Road, two in the main body of the road and also the southern end turning point. However, at busy times these often don't provide enough passing places for the number of cyclists and vehicles.

My point is that any free spaces along the road are really valued for cars and cyclists to pull over and pass each other safely. With 90 houses in the street there are frequently a few skips as well which add to the congestion. I would definitely prioritize keeping some usable free space for traffic manoeuvring over positioning static bike hangars in the OCC designated locations or anywhere in main body of the road. If the OCC decision is that we have to accept these hangars please could you consider giving us one hangar rather than two and please could it be positioned at the north end on one of the 2hr restricted parking bays so as to be out of the way of the most congested parts of the road?

### Appearance

As residents of a Conservation Area we care about the streetscape and any new street furniture. All three bike storage options are not attractive and might become a target for vandalism and graffiti. They would be tolerable if people really wanted to have them but speaking to many neighbours we can't understand that there's any need. Of the three designs the streetpods are the ugliest, the Falco is the next ugliest and the cyclehoops are in my opinion the best looking, with a curve to their shape.

### 4) The consultation process

Many residents are unsettled that a decision will be made by county council officers to allocate these cycle hangars without understanding the nature and needs of our community. We have an active residents' association who are in currently running a consultation process looking forward on measures that would enhance the community, the streetscape, the conservation area & road closure and considering the challenges of adapting to climate change. Priorities will emerge from this consultation, and I can't prejudge those but have a feeling that the desire for EV infrastructure will be at the forefront of our minds whereas, extra cycle parking may not feature. We would welcome the chance to apply for help with any improvements once we have been through a representative consultation. If the proposed cycle hangar scheme goes ahead despite our objections would it be a time-limited trial? How do we apply to have them removed if they aren't used?

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	<p>In summary</p> <p>As a resident of Hayfield Road I would prefer not to have bicycle hangars positioned in our road. I would not use one or wish to pay for one, would not want to manoeuvre around them when negotiating traffic in the street or when finding a parking space.</p>
<p>(62) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>Hayfield Road is not suitable for either cycle racks or hangars. The reason for this is that, unlike the other three roads mentioned, it is a narrow 'Cycle Route' with a large primary school at one end. This means that besides the cyclists travelling through, which includes children going to and from Summertown secondary schools, there are many young cyclists, from 5 upwards, with their parents going to and from the primary school.</p> <p>The road needs the 'gaps' - the temporarily vacant residents' parking slots and double yellow lines - for cyclists to easily pull over into, to protect them safely from the vehicles that go up and down: delivery vans, builders' lorries, residents' cars, etc. These 'passing places' are very important for all vehicles, which have to pass each other safely.</p> <p>Nothing should be put on to the road that diminishes or cancels these vital safety areas. Every parking place and every passing place counts in a road like this where the space is so limited.</p> <p>We have lived here for nearly forty years (as a cyclist and a driver) so know through experience how important the present layout of the road is for those using it. I have also witnessed near-misses where either cars or young cyclists were within an inch of colliding because there was no area close by to pull into.</p> <p>So please do not put any racks or hangars on to the road, which would make things much more difficult for the many cyclists and resident drivers who use it. We have to pay for our parking places in this narrow road so appreciate every space that we have.</p> <p>As for cycle thefts, there is a big advantage to having your bike outside your own property because you can generally hear if someone is trying to steal it if it is locked to your wall. The police recommend Gold Secure D locks which will dissuade any thief (mine is a 'Kryptonite New York Gold Secure').</p>

<p>(63) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>Bicycle security – while I accept there may be a high level of bicycle theft in Oxford as a whole, there is little evidence of it being a problem in Hayfield Road.</p> <p>Limited options to lock bikes in a street with no front garden – people manage to securely park their bikes to the front of houses or in side passages with D-locks to dedicated cycle brackets attached to walls with concealed bolts.</p> <p>Bicycles locked to fronts of houses are an obstruction – the pavements in Hayfield Road are not especially narrow (6ft wide), and there is ample room for a buggy to pass a locked bike.</p> <p>Encourage more people to own and use a bike – bicycle use is already high in Hayfield Road and everyone who is able and wishes to cycle already does so.</p> <p>Sustainable transport solutions – while I support the aim of encouraging more sustainable transport, this proposal seems mis-timed. It might be better to wait first for measures such as EV charging and EV car sharing schemes to lead to a reduction in car ownership, before introducing this additional street furniture for which there is currently little demand.</p> <p>I make the following additional comments:</p> <p>Lack of demand – judging from the high level of objection expressed on our community email, there seems to be little support for this. Why would anyone want to pay the high cost of £65 a year per bike, when they can keep them conveniently ready for use and securely locked at home. Loss of residents’ car parking – many of the bike owners are also car drivers. The proposal to reduce residents’ parking is a major concern as parking is increasingly difficult every year.</p> <p>Position – in view of this, I make the suggestion that if we must have a cycle hangar, let it be one, not two. And, in order to impact less on the car-parking, instead of positioning it outside nos. 36 or 55, it could go on the single 2-hour visitors’ parking place, at the north end of the road on the east (even number) side. This might even improve safety, as when there is a large vehicle parked in this space it can be difficult for motorists to see what is coming as they pause on the double-yellow lines at the north end of the road. A cycle hangar, which is not that tall, might improve visibility.</p> <p>Aesthetics – the proposed cycle hangars are extremely ugly and would adversely affect the look of the street scene.</p> <p>Timing – it’s unfortunate that this proposal should come out of the blue just as Hayfield Road is the middle of concluding its own street review survey of how residents would like to see the Hayfield Road street scene develop going forwards.</p>
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<p>(64) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>I am concerned you are considering this proposal for Hayfield Road where there doesn't appear to be a need for this scheme. Each household manages their own individual bicycle parking arrangements and would be very unlikely to subscribe to this arrangement. One of the points of having a bicycle is convenience so I wouldn't consider having my bike halfway down the road in a hangar. Why would you think I would when I can just take it out to use or unlock it outside my house, it wouldn't make sense or be convenient.</p> <p>Bicycle thefts in the whole of North Oxford are very low so it concerns me you plan to install these costly hangars, which more than likely will not be used, and therefore a waste of Council hard won resources. I realise Oxford City Council is keen to install various environmental and low carbon policies, which is commendable, but please don't waste resources on unnecessary schemes.</p>
<p>(65) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>My husband and I are strongly against the introduction of the hangars as proposed by the Council. At number 34, we would be directly impacted by them, both visually (they are very unattractive) and also practically (they would take away valuable parking space).</p> <p>We are a young family with a pram, bicycle and car. All three are vital to our life as a family in Oxford. We have not encountered any issue with bicycles as currently attached to the house exterior walls whilst walking along the pavement with the buggy. We also do not feel that the bicycles currently impose any issue - in fact their presence creates a communal / family feel on the road which is welcome.</p> <p>With bicycles attached to people's homes rather than being located inside a hangar, it ensures that old and disused bicycles or bicycles of previous residents who have now moved on are not left discarded in the hangar. In short there is a high turnover of bicycles and no unused bikes on the street. This may not be the case were hangars to be introduced - from previous experience of similar pods at our old residence (a block of flats around the corner), there was the problem of old and disused bicycles being left there rusting and looking very unsightly.</p> <p>The hangar construction itself is very unattractive and directly impacts us at number 34. The whole street would be impacted visually by the introduction of the hangars for which there is no need. Even a different style of hangar would not be welcome given there is no need for them.</p>

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	<p>On the parking front, it is vital for us as a young family (as it would be other young families on the street with a car or indeed the elderly residents) to have easy access to parking. Currently we feel fortunate that we always have a place outside the house and the space is such that we can unload groceries and the pram easily. Again, when the baby is crying there is both quick and easy parking, as well as parking right outside the house. If the parking spaces were to be reduced this would be extremely problematic and cause stress for many residents. Whilst we appreciate that part of the reason for the Council's plans are to make Oxford more 'green', this street is full of cycles already and the introduction of the hangars is not needed as an incentive for the residents to cycle more or as a solution to a non-existent problem of space on the pavements.</p>
<p>(66) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>Like the majority of residents in Hayfield Road who have responded to the proposals, I too object most strongly.</p> <p>However, what concerns me is that the residents are being consulted after the scheme has been designed and not before. Which begs the question of whether the scheme is a fait accompli and will go ahead whatever the residents' objections.</p> <p>I apologise for my cynicism, but it would not be the first time that a 'consultation' has been used to rubber stamp a project.</p> <p>Please assure me (us) that this is not the case.</p>
<p>(67) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>I just wish to put my objection to the suggested cycle Pods/Hangers in Hayfield Road.</p> <p>There are no problems of theft in our road. It is easily possible to securely attach bicycles to the wall of the houses. As the pavements are wide enough, pedestrians, buggies can easily pass. Car spaces are at a premium and the loss of even two would be detrimental. The proposals are trying to fix a problem that doesn't exist. I can't believe that anyone would actually use them, let alone pay for using them.</p> <p>Where we do need security is in the city centre. I have had two bicycles stolen that were securely fixed to bicycle racks. I now have given up cycling into the city and get my wife to drive me in and drop me off. Not the ideal for the environment but I can't risk losing another bike.</p>



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<p>(68) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>Hangars in Hayfield Road are not a good idea. Narrow one way road with limited parking. No particular problem with stolen bicycles as they are all padlocked to the houses. Bicycles inhibit children speeding on scooters.</p> <p>Hayfield Road is a pretty road that the residents would like more green. Hangars would take up valuable parking space and are not a pretty sight and also presumably expensive. It is also costly to put your bicycle in. I very much doubt anyone would use them. The money could be better spent elsewhere.</p> <p>We do need bicycle tracks on pavement throughout Woodstock and Banbury roads.</p>
<p>(69) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>In Hayfield Rd, bike owners are content to park bikes in front of houses. We have wide pavements, so no obstruction for wheelchairs, buggies, etc. Nobody seems to have had a bike stolen. Until public transport improves hugely, we need our cars and parking spaces, the spaces already mostly used most of the time. We also need space for visiting deliveries, builders and other service providers. In this democratic street, our committee has done a survey. The result is that only one person thinks cycle hangers or similar a good idea, and he is leaving to live in Germany. If these are inflicted upon our street it is likely that nobody will use them, so no revenue. The loss of flexible space is a serious issue</p>
<p>(70) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>Not a good idea in Hayfield Road. I like my bicycle parked outside the house or in my side alley. Also bikes on pavements slow down scooters</p>
<p>(71) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>I strongly oppose having the hangars installed on the road as they are unsightly and will take up space on an already crowded street. It seems a shame to block up so much space for only 12 bicycles, at a cost that seems prohibitively</p>

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	<p>expensive to many residents.</p> <p>I am a young mother and have never had any difficulty pushing prams and pushchairs along the street, despite bicycles being chained to the front of houses.</p>
<p>(72) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Object</b></p> <p>It is further rather alerting that the scheme ignores the fact that many bike thefts happen where bikes are not secured to an immovable pole/loop (and a hangar lock can be picked just as well as a bike lock).</p> <p>A more basic, and more useful than bike hangars way, would be to have more dedicated "normal" bike street parking, with loops to secure bikes to. This would also facilitate keeping e-bikes on the street - Hayfield Rd. residents who don't have side access to backyards can't really use e-bikes, as they are too bulky/heavy to get into/out of the house every day, and too expensive just to be left on the street, not properly chained to loops.</p> <p>Last but not the least, the intention to charge for bike parking permit in excess of a car parking permit smells of a short-term profiteering. I think residents who don't hold street parking permits should be given such parking places for free, as they help reduce traffic congestion by not owning a car (or at least not using a car on a daily basis in the inner Oxford). I would like to point out that the idea that bikes can be just chained to house walls on Hayfield Road, right on the pavement, advocated by many Hayfield Road residents, is in direct violation of the Rule 244 of Highway Code. I believe that the road layout on Hayfield Road must be altered to bring in "islands" allowing for parking of bicycles in accordance with Rule 244</p>
<p>(73) Local Resident, (Oxford, Hayfield Road)</p>	<p>Cranham Street - <b>Object</b> Great Clarendon Street - <b>Object</b> Hayfield Road - <b>Object</b> Nelson Street - <b>Object</b></p> <p>The pods and hangars are ugly and would not assure security. There is no problem to solve.</p>

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<p>(74) Local Resident, (Oxford, Hayfield Road)</p>	<p>Cranham Street - <b>Object</b> Great Clarendon Street - <b>Object</b> Hayfield Road - <b>Object</b> Nelson Street - <b>Object</b></p> <p>Until ALL bicycles can be accommodated and the number of cars needed to get around is massively reduced, there is no need for these pods or hangars: Hayfield Road especially has no need for these.</p> <p>If we must reduce the number of car-parking spaces, let that be for huge tubs for trees and shrubs which would enhance the street.</p> <p>In Hayfield Rd, the pavements are plenty wide enough for bikes to be chained to the walls on heavy-duty iron wall-staples. There are no problems for either wheelchairs or pushchairs. We ourselves have had no bikes stolen from where they are chained in front of our house since 2009: 12 years.</p> <p>The huge number of bicycles and the large number of pods/hangars needed for ALL bikes in these streets would reduce our streets to lines of super-ugly bollards and heavy ugly black plastic lumps (cf. the incredibly ugly StreetPods) which would collect litter blown into them; or unpleasant lines of metal pig-arc-like or hut-like structures – none of which would enhance the built environment. They are likely to be covered in graffiti too.</p> <p>The StreetPods are especially hideous, and do not even offer protection against the weather.</p> <p>Until ALL bikes can be accommodated there is no point, and this is not going to happen any time soon. I lived in Cranham Street over 13 years and now live in Hayfield Rd (for 12 years). I know both well, and also the other two streets in this proposed trial. The loss of car parking in Jericho and Hayfield Rd would be very difficult: until good, effective, reliable car-sharing schemes are up and running in these areas, unfortunately the need for parking is more important.</p> <p>The introduction of anything like these pods etc., needs to be part of a wider scheme in which there is a citywide provision for regular small electric minibuses to take the infirm and anyone else around, car-sharing schemes, electric charging points on streets, etc.</p> <p>Cranham Street and the other Jericho streets do however have narrower pavements (than Hayfield Rd), and if the bike arcs are introduced there, there would be a commensurate need to reduce the number of car permits per address</p>
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	<p>to two, or preferably one, in order to accommodate bike parking that is not attached to house-fronts. One way-streets, with bike parking on one side and car parking on the other may be a way forward in Jericho – but only after reliable other means of transport are available e.g. car-sharing, and regular, frequent minibus services.</p>
<p>(75) Local Resident, (Oxford, Hayfield Road)</p>	<p>Cranham Street - <b>Object</b> Hayfield Road - <b>Object</b></p> <p>Not necessary, fixed and therefore an obstruction to vans etc, can't be moved out of the way, wide pavement, fine as it is</p>
<p>(76) Local Resident, (Oxford, Hayfield road)</p>	<p>Cranham Street - <b>Concerns</b> Great Clarendon Street - <b>Concerns</b> Hayfield Road - <b>Concerns</b> Nelson Street - <b>Concerns</b> Preferred option - Streetpod solution</p> <p>On small roads where parking is a premium like Hayfield Road these bike units should be located elsewhere (eg in Aristotle playing field or on the green by Frenchay Bridge) and not take up valuable parking spaces. I would object to having one of these outside my front door as they are unsightly and create noise from repeated opening of the lid, keys, chains, locks and people dwell times. The street pod would be the least intrusive but as a bike user I would always prefer to have a secure bolt and lock on my front wall by my front door.</p>
<p>(77) Local Resident, (Oxford, Hayfield Road)</p>	<p>Cranham Street - <b>Concerns</b> Great Clarendon Street - <b>Concerns</b> Hayfield Road - <b>Concerns</b> Nelson Street - <b>Concerns</b></p> <p>These solutions seem generic and ugly. They have no connection to Oxford. They are presumably being provided by commercial enterprises rather than being designed and built by local workers. They present a simplistic and regrettably masculine solution.</p>

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<p>(78) Local Resident, (Oxford, Hayfield Road)</p>	<p>Cranham Street - <b>Concerns</b> Hayfield Road - <b>Concerns</b> Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>Hangar too large. Basic loops like in Summertown much preferable</p>
<p>(79) Local Resident, (Oxford, Hayfield Road)</p>	<p>Hayfield Road - <b>Concerns</b></p> <p>Not enough detail of where they would go on Hayfield Road. I wouldn't want one instead of car parking outside my door and someone would have that. 12 bikes (as suggested) doesn't sound many. And another potential unidentified cost. More concerted anti bike theft information for the uninformed would be good.</p>
<p>(80) Local Resident, (Oxford, Hayfield Road)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b></p> <p>I am a resident in Hayfield Road and I do strongly support the provision of new cycle parking facilities on the carriageway, including by replacing existing car parking spaces. This will provide more options to safely park our bicycles in our street and can contribute to free-up space in existing narrow footway. I understand that the options being consulted on are currently some of the most popular models in the market. However, I do have concerns that the cycle parking models being proposed will not aesthetically fit with the context of Hayfield Road and a bespoke solution could provide a rather more attractive and practical solution (e.g. Sheffield type stands with some planters; bike shelter with roof garden; parklet with seating and cycle parking - Cyclehoop has some examples!). For Cyclehoop and Falco bike hangar solutions, I am concerned about practicality of removing/ parking bicycles, as users will need to negotiate the drop-kerb (e.g. potentially an issue for elderly users or people using heavier cycles such as e-bikes ); there is limited space in the footway to potentially manoeuvre bicycles into the cycle hangars and open/ close cycle hangar facility; potential obstruction of the footway while users are getting access to/from the cycle hanger - potentially an issue at busy morning periods. I do not support the use of the Streetpod solution on visual impact grounds and lack of support from the weather elements. I do not support the use of CyclePods based on perceived lack of support for the bicycles and potential damage to front wheel. It should be noted that a few residents in Hayfield Rd own cargo bicycles (trikes) and bicycles with child seats - any of the solutions being presented are likely to serve</p>

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	<p>non-standard, larger models of cycles. To conclude, I am really supportive that the County Council is looking at options to improve cycle parking facilities in our streets. However, while I do understand the safety benefits of the options being presented, I would be more supportive for a less-intrusive, more aesthetically appealing, practical, and perhaps simpler solution implemented at carriageway level, such as normal Sheffield type stands with some planters/ greening. Happy to be contacted for further discussion if useful.</p>
<p>(81) Local Resident, (Oxford , Hayfield Road )</p>	<p>Hayfield Road - <b>Object</b></p> <p>Trying to solve a problem that doesn't exist. Complete eyesore. Would never use one. Waste of space. To clear the footpaths of chained cycles you would need 30 6 bike pods down our road! Really? April 1st. came early. It must be a joke.</p>
<p>(82) Local Resident, (Oxford, Hayfield Road )</p>	<p>Hayfield Road - <b>Object</b></p> <p>Several reasons: limited space in the street to install the pods. Passing spaces within the street are needed to ensure that cars can pull aside safely to allow bike riders to pass. Given the value of my bike, I would not pay c.£65 a year to store my bike in a closed pod, as I would prefer to either lock my bike to the front of my house (via a secure ring) or take it through the house into the garden.</p>
<p>(83) Local Resident, (Oxford, Howard Street)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b> Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>Really want to see what these look like and how they work, so we can get some in East Oxford!</p>
<p>(84) Local Resident, (Oxford, Howard Street)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b></p>

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	I am cyclist
(85) Local Resident, (Oxford, Hugh Allen Crescent)	<p>Cranham Street - <b>Support</b>          Great Clarendon Street - <b>Support</b>          Hayfield Road - <b>Support</b>          Nelson Street - <b>Support</b>          Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>Secure cycle parking should be made available throughout Oxford. The cost for cycle parking should at most be proportional to the cost of a resident parking permit. I. E. If six bikes fit in the space of one small car, the cycle parking space should be cheaper than 1/6 the price of a resident parking permit. Resident parking permits could be made more expensive though to cover real costs. Subsidise for car storage should be reduced and not covered by people cycling.</p>
(86) Local Resident, (Oxfprd, Kingston Road)	<p>Cranham Street - <b>Support</b>          Great Clarendon Street - <b>Support</b>          Hayfield Road - <b>Support</b>          Nelson Street - <b>Support</b>          Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>More secure bike parking is desperately needed across Oxford. Any solution is a good solution. People need nudging out of their cars.</p>
(87) Local Resident, (Oxford, Magdalen Road)	<p>Cranham Street - <b>Support</b>          Great Clarendon Street - <b>Support</b>          Hayfield Road - <b>Support</b>          Nelson Street - <b>Support</b></p> <p>I used to live in Jericho and thought it would be an excellent car-free neighbourhood. I want to support this, plus any other schemes for getting people to use bikes instead of cars.</p>

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<p>(88) Local Resident, (Oxford, Marston Street)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b> Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>When I visit people's houses, it can be very hard to park my bike.</p>
<p>(89) Local Resident, (Oxford, Nelson Street)</p>	<p>Cranham Street - <b>Object</b> Great Clarendon Street - <b>Object</b> Hayfield Road - <b>Object</b> Nelson Street - <b>Object</b></p> <p>Unnecessary additional clutter in a residential conservation area. Would attract graffiti and further vandalism.</p>
<p>(90) Local Resident, (Oxford, Nelson Street)</p>	<p>Nelson Street - <b>Support</b> Preferred option - Streetpod solution</p> <p>Used to lock my bike outside my house (rented) and it was nearly stolen recently. There are very few convenient places to park near my house on Nelson Street (currently try and use the corner opposite Al-Shami). Backyard is inaccessible. I have recently contacted the landlord to see if they could install some wall brackets to the house for secure bike parking for the household, however having a Streetpod would be really useful (especially if there are guests who need to park their bike).</p>
<p>(91) Local Resident, (Oxford, Nelson Street)</p>	<p>Nelson Street - <b>Concerns</b></p> <p>Positioning the cycle hangar in the street outside a terraced property with a narrow pavement that has bins and bikes already positioned on it at varying times of the day will push more people, including children, into the road particularly if they have pushchairs or mobility problems. The pavements along most city roads have bins or bikes blocking a clear safe passage more often than not and restricting the width of an already narrow pavement with a permanent solid structure on the road side is not helpful. In fact the picture on the cycle hoop website shows the bike hangars in place</p>



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	<p>on a section of road with a wider pavement and without property doors or windows and therefore no bins or bikes for pedestrians using the pavement to negotiate or reducing the visibility for householders with the hangar outside their property. The other pictures in your consultation also show the hangars in positions with wide pavements and not outside housing.</p> <p>Cycle racks are already available at the bottom of Nelson Street near the Worcester College grey gates where there is no pavement or property for pedestrians to negotiate. Would this be a better position to consider replacing some of the free open cycle racks with a more secure option?</p> <p>One other thing to consider is that when people move in or out of a property would the cycle hangar be positioned so that it would not impede safe passage of possessions in and out of the houses that it would be outside. Larger items tend not to bend and so a clear access to and from the property via the door or sometimes the window may be required.</p>
<p>(92) Local Resident, (Oxford, Nelson Street)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b> Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>I think it is a very good idea to reduce the number of bike thefts and also reduce the numbers of bikes cluttering up the pavements which make walking a buggy very difficult in some areas. I am not sure tho that you will get students to pay for secure bike parking. They insure their bikes for less money than £65/year</p>
<p>(93) Local Resident, (Oxford, Observatory Street)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b></p> <p>This will provide much needed bike parking facilities. Existing cycle parking is frequently full.</p>

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<p>(94) Local Resident, (Oxford, Old Road)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b> Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>Bike thefts are a huge problem in Oxford. A properly secure solution would be of tremendous benefit to Oxford residents who cycle.</p>
<p>(95) Local Resident, (Oxford, Plantation Road)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b> Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>Encouraging cycling in the city is extremely important. Cars have far too great a share of available space. It would be great to see this scheme extended over time.</p>
<p>(96) Local Resident, (Oxford, Rymers Lane)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon <b>Street - Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b></p> <p>We need provision of secure bicycle parking everywhere in Oxford, both for residents and visitors. Hence we need a mix of hangar space that residents can hire (NEEDS TO BE CHEAPER THAN A PARKING PERMIT!!) and secure parking for visitors and ad hoc parking.</p>
<p>(97) Local Resident, (Oxford, Southfield Park)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b></p>

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	<p>Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>I am keen to see street space begin to shift from car parking to bike parking, to encourage sustainable transport. Although I don't live in Jericho, I hope this trial will provide a model for secure bike parking across the city.</p> <p>I live in East Oxford and I appreciate the Streetpod parking off Cowley Road, so I would like to see both rented bike hangars *and* secure parking for visitors by bike.</p>
<p>(98) Local Resident, (Oxford, Southmoor Rd)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b> Preferred option - Streetpod solution</p> <p>It would help reduce cycle theft and it would help to free up space on the pavements. I would prefer the free option as it might be hard for some people to afford the cost.</p>
<p>(99) Local Resident, (Oxford, Sunderland Avenue)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b> Preferred option - Cyclehoop/Falco bike hangar solution</p> <p>Comment: "They can easily store six bikes within the space taken up by a small car"; "if the scheme budget allows the intention is that it should not be more expensive than the current cost of a residents parking permit (£65)". 6 bikes to one car - the cost of the bike permit should be 1/6th of that of the car, maximum.</p>
<p>(100) Local Resident, (Oxford, Wellington Street)</p>	<p>Cranham Street - <b>Support</b> Great Clarendon Street - <b>Support</b> Hayfield Road - <b>Support</b> Nelson Street - <b>Support</b> Preferred option - Cyclehoop/Falco bike hangar solution</p>

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	Never enough parking places for cycles in oxford especially in popular areas
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