

Divisions affected: *Churchill and Lye Valley; St Clements and Cowley Marsh*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 28 APRIL 2022

OXFORD: WARNEFORD LANE – PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Highway Management is **RECOMMENDED** to approve the proposed waiting restrictions at Warneford Lane.

Executive summary

2. At the Cabinet Member for Highway Management decisions meeting on 27 January 2022 approval was given for the introduction of no waiting at any time restrictions on the full length of both sides of Warneford Lane in conjunction with enhanced provision for pedal cyclists as part of the wider Quickways programme. However, it was subsequently noted that the consultation documents were incomplete in respect of these specific proposals, requiring a further consultation on the proposals as shown in **Annex 1**.

Financial Implications

3. Funding for consultation on the proposals and their implementation if approved has been provided from the Active Travel Tranche 2 programme.

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic.

Consultation

6. The Formal consultation was carried out between 10 February and 11 March 2022. 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, local bus operators, Oxford City Council,

and the local County & Oxford City Councillors. Specific special interest groups concerning cycling & cyclists, pedestrians, bus users and vulnerable road users were also informed, and street notices were placed on site in the immediate vicinity.

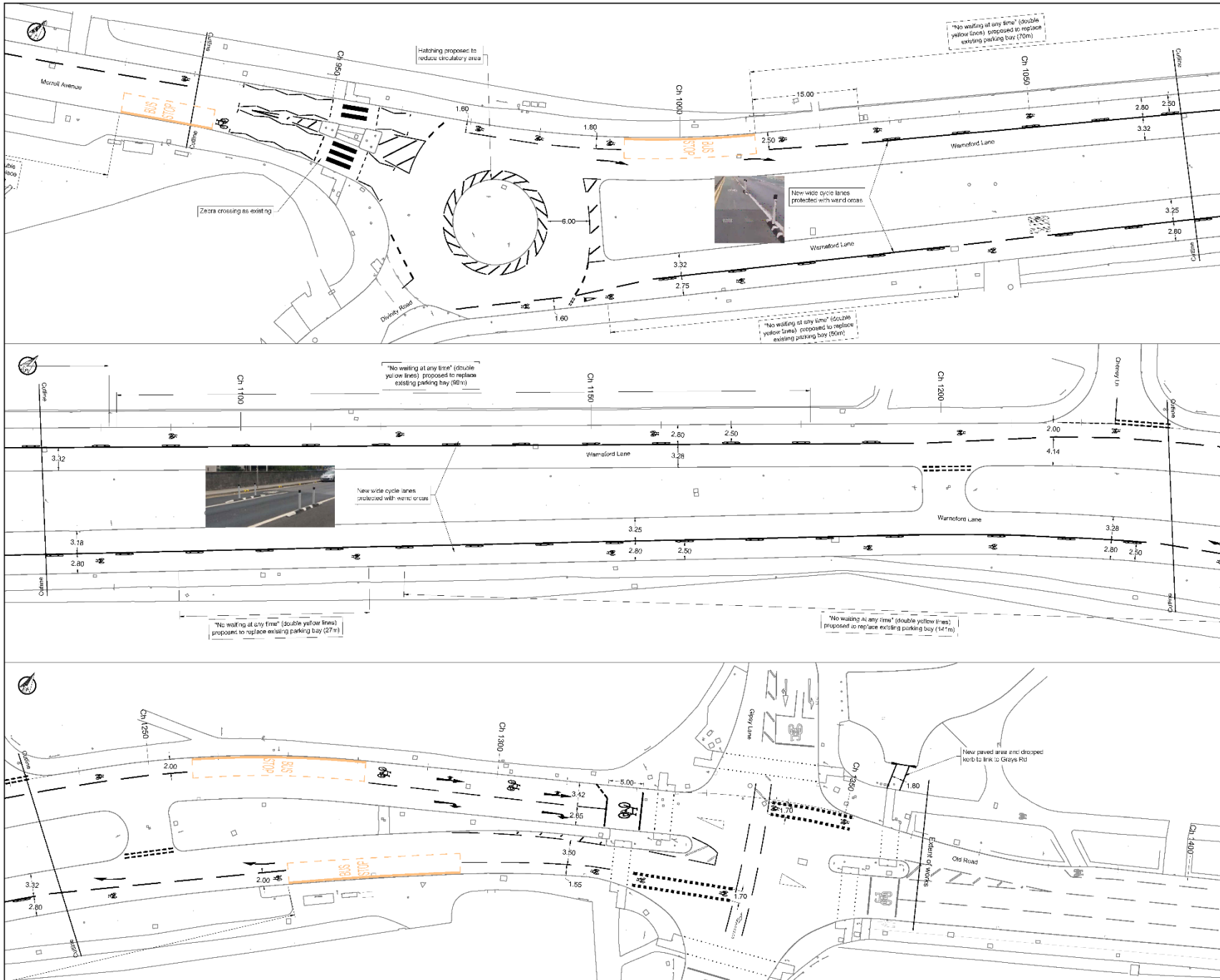
7. Ninety-nine responses were received during the formal consultation comprising of 27 objections, 7 expressing concerns, 64 expressions of support, and 1 expressing no objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police and Oxford Bus Company expressed no objection.
10. The remaining responses were from members of the public. The twenty-seven objections and seven expressions of concern focused on the loss of parking, including for residents, users of the adjacent park, and for employees of and visitors to the nearby hospitals. Concerns were also raised on the displacement of the current parking. Noting these responses, it is accepted that some users of the park who are unable to walk from their homes will be impacted by the loss of parking. However, in respect of the impact on the nearby hospitals, these have provision for visitor parking, and also have clear policies and provision for staff parking. The adjacent residential areas are within controlled parking zones, thereby helping address any issues for residents arising from the possible displacement of the current parking.
11. Sixty-four expressions of support were received from members of the public, with these responses focussing on the hazards presented to cyclists by the current parking.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1 Consultation Plan
 Annex 2: Consultation responses

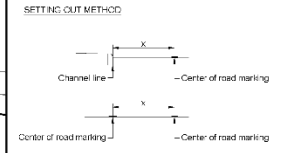
Contact Officers: Tim Shickle 07920 591545
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April 2022



- Notes
1. For clarity, the existing and proposed no-waiting restrictions (double yellow lines) have not been shown on this drawing.
 2. All dimensions are taken to the center of the road marking, see setting out method below.
 3. Do not scale from this drawing.
 4. Size verify all dimensions prior to construction.
 5. Report all discrepancies to the Drawing Originator immediately.
 6. This drawing is to be read in conjunction with all relevant documents and drawings.

Key
 Proposed marking



PO1	29.07.21	Work on road, bus stop PM	MD	EA	EA
PO2	11.06.21	Final Issue	VA	US	EA
Rev	Ent	04/07/20	Rev	Chris	AKS

Wardens
 (3 x 1)



Wardens (3 x 1)
 Design Stage
 Preliminary Design
 Project Name
 Emergency Active Travel
 Tranche 2 - Oxford Quickways

The
Morrell Avenue
 General Arrangement Layout
 Sheet 3 of 3

Drawing No.	Scale	Drawn by	Checked by	Authorised by
A1	1:250	VA	MCBC	EA
		Drawn Date	Checked Date	Approved Date
		04/07/21	10/06/21	10/06/21

Drawing Number		Sheet	of
695020-MIL-HGN-MOR-DR-CH-1203		P	01

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle I do not object but do raise concerns the impact this scheme might have on displacement parking in the local neighbourhood.</p> <p>It's evident that at least 40+ private motor vehicles use the parking bays on both sides of this road which I assume belong to commuters.</p> <p>Removing these valuable bays may lead to a serious displacement in the area, and also increase traffic speed by creating 2 lanes of traffic. The latter could be detrimental to the vulnerable user.</p>
(2) Oxford University, (Planning & Estates)	<p>Support – The University supports the removal of the unrestricted on-street parking on Warneford Lane as the cycle lanes in this location are very narrow, placing our staff and students at risk of being hit by car doors. The University looks forward to the delivery of traffic-segregated routes on these corridors in the future but accepts that on-road cycle lanes are an acceptable interim measure.</p> <p>I also attach our response to the original Quickways consultation dated 19 Oct, in which the University articulates strong support the Quickways as a whole.</p>
(3) As an individual, (Headington, Downside Road)	<p>Object - There are more dangerous areas in Oxford for parked cars than this place, that are ignored. A clear campaign using social media from persons who are riding larger than normal bikes (Bakfiets) and E-Bikes, has swayed Oxfordshire County Council into this action, when existing infrastructure is not being maintained to standard. e.g., Headington Hill, overgrowth into Cycleway. Sandhills to Wheatley Cycle path. Don't allow the expansion of Old Road, Brookes site if parking is not needed. Where will these vehicles end up if not here? Unreliable bus service is not the answer.</p>
(4) As an individual, (Headington, Kennett Road)	<p>Object - Some of the Parking on Warneford Lane could be removed as it is currently unrestricted and often used by Brookes Uni students for long term parking. Removing all parking would be detrimental to those wanting convenient</p>

	<p>access for the top gate of South Park and who need to bring small children, and items like picnics, large sports equipment etc.</p> <p>On the southern side of Warneford Lane people visiting or working at the Warneford Hospital use those spaces and they should be retained to help those doing vital healthcare work.</p> <p>In Morrell Avenue removing on-street parking will just mean that more gardens are paved over resulting in degradation of habitat/green space and adversely affecting the overall street appearance.</p> <p>I cycle up and down this route (Warneford Lane and Morrell Avenue) every day (and have for years) and have never experienced issues with car doors being opened in my path or motorists honking to get past me. Indeed, the 20mph limit roadway feels safer for me as a cyclist because of the parked cars which help slow car and bus traffic down.</p> <p>A road nearby to where I live (Windmill Road, Headington) was largely stripped of on-street parking and is now more hazardous for cyclists because of increased vehicle speeds as cars and buses do not encounter the chicanes that parking created.</p> <p>We only have a limited amount of space on our roads in Oxford and this space should not be allocated to one group above another - it should be shared between all road users and vehicle types.</p> <p>If you want people to use public transport over cars then I would suggest a good place to start would be more frequent buses that, don't just go into the centre of Oxford and that are priced low. It is too expensive to use buses in Oxford - way above London bus prices.</p>
(5) As an individual, (Headington, Lime Walk)	<p>Object - Why</p>
(6) As an individual, (Headington, Lime Walk)	<p>Object - These are very useful parking spaces for families using South Parks or visiting the Warneford or going into town. As a cyclist myself the road is perfectly fine for cycling along. It doesn't need an extra lane.</p>
(7) As an individual, (Headington, Old Road)	<p>Object - I frequently use Warneford Lane as a cyclist and pedestrian, and less frequently as a car driver, and have done so for over 30 years, passing through for reasons of leisure and work. I have never had an accident there and never felt there to be any danger or meaningful holdup. Other roads have proved to be much more dangerous, including Old Rd from Churchill Drive to the junction with Gipsy Lane.</p> <p>Banning parking may well not have the desired effect. Where will the 80 displaced cars go? Among them will be Warneford and Brookes staff. It is a non-tarter to suggest that these are all student cars; the area remains quite densely parked even out of semester time. People can be very ingenious if feeling their rights have been eroded, and they will park on verges and across drive gates.</p>

	<p>The vast sum needed to re-fashion Warneford Lane would be better spent on 'safety' measures that would have a real benefit on people's safety e.g. repainting worn out white lines, or finally making Old Rd safer from Churchill Drive to Gipsy Lane; I am aware of 4 accidents along that stretch in 4 months, one of them a fatality. I myself had an accident and was concussed on that same stretch- Reason? a car executing an unorthodox manoeuvre. Please improve dangerous stretches of road. The Warneford Rd 'improvement' is perceived by many to be no more than a vanity project, and a claim that the Council is at the forefront of Europe in creating dedicated cycle routes.</p>
<p>(8) As an individual, (Headington, St Annes Road)</p>	<p>Object - Firstly this proposal only makes sense if viewed with other LTNs etc. E.g., notes say some parking would be available on side roads but Divinity Rd is a proposed LTN so only residents would be able to park. Having a clearway only makes sense for cyclists if you also ban all parking in Morrell Av. I agree with the City Council that all clearways, LTNs etc should be assessed as a whole. I am unclear about what is happening in the surrounding roads. Clearways and LTNs should only be approved when taken as a whole with all Oxford proposals.</p> <p>Secondly, I take an elderly neighbour and my elderly dog to that park by car. Neither would be able to walk to the park.</p> <p>Thirdly what happens when there are events in the park? These are not only large events such as fireworks and food exhibition but also keep fit classes etc. Favouring cycling (up a steep hill) favours what will always be a minority of mostly young fit cyclists over elderly or disabled. South Parks is a well-known tourist attraction that will then be closed to many Oxford residents. Buses are being cancelled so the only access is for the fit and time rich residents living nearby.</p> <p>Lastly how does this affect parking for staff, visitors and patients at the Warneford hospital. Have they been consulted?</p>
<p>(9) As an individual, (Headington, Warneford Lane)</p>	<p>Object - It is possible to create a bicycle lane without removing all the parking on both sides of the road. I am pro bike and recognise there is competition for space. Repairing the tarmac and creating a safe, pothole free bike lane would go a long way to improving safety.</p>
<p>(10) As an individual, (Headington, Windmill Road)</p>	<p>Object - Following removal of parking on Windmill Road and very little cyclists using the dedicated track I feel this is very restrictive. The playground in South Parks is well used by grandparents and children who need transport. This</p>

	<p>will be problematic. Money should be spent wisely. Oxford City Centre is a disgrace. Oxford is no longer an inclusive city, nor does it promote communities. The Council is hell bent on division often decisions made by councillors who don't live within the ring road</p>
<p>(11) As an individual, (Marston, Ouseley Close)</p>	<p>Object - It is a road that is well used by South Park and Warneford Lane hospital visitors. The proposal does not make sense because there is an alternative route (Cheney Lane) that is much better for cycling just a few yards away, that will not disrupt vehicular access to either the park or hospital. Unlike Warneford Lane, Cheney Lane is quiet, dead end (but not to bikes) and bus free. The planned removal of car parking in Warneford Lane is therefore irrational bordering on spiteful behaviour by the council. I would suggest your impact assessment specifically evaluates its impact on disability park access, and mental health impact on access to the Warneford Hospital.</p>
<p>(12) As an individual, (Oxford, Ambleside Drive)</p>	<p>Object - My husband and I often walk our dog in South Park on a weekend. We are elderly and disabled but don't have a blue badge. Double yellow lines put here would effectively ban us from using South Park for recreation and exercise. Please consider alternatives - e.g., a Monday to Friday ban. This would allow traffic at weekends and when the park is used for events.</p>
<p>(13) As an individual, (Oxford, Brook Street)</p>	<p>Object - Patients and visitors to the Warneford need parking. Also, staff which don't qualify for a staff permit.</p>
<p>(14) As an individual, (Oxford, Calcot Close)</p>	<p>Object - These spaces are needed for people who are visiting the hospital, schools and university, as well as residents. The loss of so many spaces is really not acceptable.</p>
<p>(15) As an individual, (Oxford, Chestnut Avenue)</p>	<p>Object - I feel this would remove vital parking from the area & make the already congested residential streets around even more congested for the residents. I also feel that a lot of people use the 2-hour parking in order to access & use South Park but will be unable to do so-this would then deprive particularly the less mobile people i.e., elderly from accessing the park to walk dogs etc. I also do not feel there would be sufficient cycle traffic to warrant such restrictions & would be more supportive of timed restrictions i.e. during the rush hour & in the most used direction (probably into town in the mornings & out in the evenings).</p>

<p>(16) As an individual, (Oxford, Hill Top Road)</p>	<p>Object - Removal of parking would reduce access to the park for sports groups, older residents with limited mobility, dog walkers with elderly/infirm dogs, families not in the immediate vicinity of the park who might wish to use it. Parking is also used for hospital appointments. There is already cycle lane provision on Warneford Lane, the biggest hazard to cycling there is not parked cars but Cheney School parents dropping off on double yellows/the bus stop and the way the cycle lane disappears at the junction with gypsy lane.</p>
<p>(17) As an individual, (Oxford, Kennett Road)</p>	<p>Object - Parking is needed for users of South Park, especially parents with small children, for people wishing to access Oxford Brookes and for many residents of nearby streets who do not have any driveway parking. I object to the Council's all out ideological war on car users and I am afraid that front gardens in Morrell Avenue in particular will be concreted over to provide parking. Not everyone can live without the use of a car and for older people and those with mobility issues it is often essential.</p>
<p>(18) As an individual, (Oxford, Morrell Avenue)</p>	<p>Object - The park is well used, often by people and dogs with low mobility. Many park in Warneford Lane and the time restriction is fine as they want a walk in a public park with beautiful views over Oxford, especially good from the Warneford lane end of South Park. There is room for parked cars. I have ridden a bicycle along it many times and have felt safe. My children have been brought up near it and cycle along it regularly. We can cycle in the middle of the road (see new Highway Code too) if there is any danger. Eliminating the parking seems discriminatory to me, especially against those less able to walk or cycle and against dog walkers. These are what the park is for.</p>
<p>(19) As an individual, (Oxford, Morrell Avenue)</p>	<p>Object - I object to the removal of parking for the park which will be the only park in Oxford not to have anywhere for users to park. Cycling and public transport is not an alternative for many. Some park users bring sports equipment, etc. others, dogs for exercise. The lack of parking for Brookes will force parking onto neighbouring streets which will not be able to accommodate it. Alternative facilities for the park, Brookes and hospitals need to be provided before removing parking.</p>
<p>(20) As an individual, (Oxford, Morrell Avenue)</p>	<p>Object - I object to the proposals to remove all parking from Warneford Lane.</p> <p>While I am keen to promote safer cycling, there are better ways to achieve this goal on Warneford Lane, while simultaneously continuing to provide parking provision for local residents, Cheney school parents and, very importantly, visitors who wish to enjoy the health benefits of South Park. Forsaking the latter is a particularly shameful</p>

	<p>move, especially in the name of striving for a healthier Oxford.</p> <p>Among the many superior possibilities, I implore the County Council to consider making this area more residential, rather than more of a city artery as is currently the plan.</p> <p>In particular, I strongly suggest closing the Morrell Avenue/Divinity Road end of Warneford Lane to traffic (other than cycles, buses and emergency vehicles, of course). This would achieve all the stated aims of the scheme without any of the awful consequences of the current proposals.</p> <p>In addition to this alternative, many others are possible:</p> <ol style="list-style-type: none"> 1. Shift parking to the centre of Warneford Lane next to the very generous central reservation. 2. Remove parking down just one side and use it for two-way cycle traffic. 3. Put a cycle road through Warneford Meadow. 4. Put a cycle road through the grounds of Churchill Hospital (there is already the makings of it there). 5. Dedicated cycle lanes down Cheney Lane. 6. Dedicated cycle lanes down Gypsy Lane. 7. Close off Warneford Lane as a through road at the roundabout with a "bus gate". <p>Please can we have an evidenced-based, data driven process, where there is at least some dialogue with the residents whose streets are being made less safe in all this?</p>
(21) As an individual, (Oxford, Morrell Avenue)	<p>Object - Warneford Lane is adjacent to South Park, where many people enjoy exercising, walking dogs, etc - all activities promoted by the County Council. If there is no parking in Warneford Lane, Morrell Avenue or nearby roads, people will be forced to drive elsewhere, (a) leaving the park for the enjoyment only of those who can access it on foot or by bus and (b) thus causing more mayhem and pollution on Oxford's roads.</p>
(22) As an individual, (Oxford, Osler Road)	<p>Object - Loss of parking for vehicles without compensating increase elsewhere.</p>
(23) As an individual, (Oxford)	<p>Object - The parking provision on this road is useful and well used and should not be removed</p>

<p>(24) As an individual, (Oxford)</p>	<p>Object - This an unnecessary restriction on the limited number of parking spaces available on this short stretch of road. It will displace potential parkers to nearby streets while affording little gain either to cyclists or, still less, to buses.</p>
<p>(25) As an individual, (Oxford, Warneford Lane)</p>	<p>Object - These parking spaces are used by many community mental health workers based at Warneford Hospital, who need to drive to patients. There are multiple community teams based at Warneford, serving patients across Oxford city and county. Who needs their cars on hand all the times? Not all of them have a parking space inside hospital and many park outside too.</p>
<p>(26) As an individual, (Oxford, Cricket Road)</p>	<p>Object - South Park the only park with parking directly outside. It will make the park inaccessible for people with disabled or elderly family members, very young or elderly dogs. Removing parking here would severely restrict access to green spaces for many less mobile people in the city.</p>
<p>(27) As an individual, (Oxford, Reliance Way)</p>	<p>Object - There are not many places in Oxford that you can drive to walk dogs. You g dogs, and dogs with disabilities particularly benefit, along with older and disabled people. Outside of term time there is always plenty of parking. However, with more students driving (often to class) around oxford I understand that parking is a real problem. But it seems to me that dog walkers will be punished for the behaviour of students with cars.</p>
<p>(28) As an individual, (Oxford, St Anne's Road)</p>	<p>Object - It will make problems for the school and the hospital staff who live long distance away and people who are elderly.</p>
<p>(29) As an individual, (Oxford, Weldon Road)</p>	<p>Object - South Park is a public amenity used by people of all ages, and mobility; removing the ability for many of those to park will deny them the opportunity to use the Park. The government, local councils, and health authorities are encouraging everyone to get out into open spaces to exercise, to wander, to engage with green places, allow children to play and run around and breathe fresh air.</p> <ul style="list-style-type: none"> * How will those who NEED a vehicle to transport young children, disabled people, and the elderly get there? * How will those setting up sports activities, those meeting and setting up family/ group picnics get equipment to the Park? * There is no easy car park to use.....Union Street car park behind Tesco on the Cowley Road is not useful for Park

	<p>users.</p> <ul style="list-style-type: none"> * The car park is at the bottom of the Park, the children’s playground at the top. The hill is steep. * The nearest entrance to the Park, the bottom entrance, on Morrell Avenue, and opposite Cross Street, is under water/ muddy, a quagmire for at least 5 months of the year. The unusable state of access from this entrance is recognised by the council. * In drier months when the entrance can be used, won’t drivers park on the green verges at the bottom of Morrell Avenue? <p>Please consider all of these points before a decision is made; South Park is a natural “green lung” everyone needs to be able to use it for the purpose it was created.</p>
<p>(30) As an individual, (Headington, St Annes Road)</p>	<p>Concerns - I cycle along Warneford Lane most days and support the idea of improving cycle routes. However, the implementation of cycle tracks to date is very poor, and hopeless along Old road to the east of Warneford Lane. I often have to cycle outside the queuing traffic up Old Road because cars and vans block the cycle track. This is a much worse problem than on Warneford Lane. Having said that, the current cycle track on the north side disappears outside Cheney school to the East of the bus stop, and similar problems appear to be likely in the current plan as traffic queues at the lights. There is often no way to cycle up to the advanced cycle space at the traffic light. The junction with Gipsy Road is where traffic emerges from the Churchill site and is always very busy in the late afternoons, with queuing traffic up Old Road. This is a direct consequence of over development on the site and the one-way exit.</p> <p>There is no mention of what will happen to the displaced parking. I suggest that you introduce timed parking spots on Cheney Lane to provide parking for families who want to use the park or the play area. Are you going to repair the road surface?</p> <p>My main concern is that once again, you plan to change the cycle route where it easy, but do not seem to plan to do anything about the places that need improvement most.</p>
<p>(31) As an individual, (Oxford, Hill Top Road)</p>	<p>Concerns - Removing the ability for park patrons and children to visit South Park, who may live beyond walking distance from South Park, have an elderly of ill dog that needs transportation or to be carried to the park. I’ve never been able as a disabled driver of a WAV to park in Warneford lane, as there are no dropped kerbs and I access my van from the rear, so if a vehicle parked behind me I’d be stuck no able to access my vehicle. My wheelchair battery</p>

	<p>wouldn't have got from Hill Top Road to South Park, I had a Canine Partner Assistance dog to exercise in South Park and I needed groceries from the nearest shop the Coop on Oxford Brookes estate, I had to drive in my WAV to get outside home to do both, I have no garden, there were no deliveries for 3 weeks. I'm aware just how important it is to have available parking close to South Park. There are events including Starr Circus for disabled children, who cannot walk or cycle to South Park. People who need to walk their dog before work, which requires driving to that work. Brookes University students when I was on my course at Oxford Brookes, colleagues were coming in from the countryside no buses and from even Milton Keynes by car having no parking on arrival was very stressful meant very early mornings. Now Oxford Bus Company is ending the Park and Ride scheme even that option has gone. At last are 20 months we have accessible buses on the No 15 Wood Farm route and so the Churchill hospital has a bus service, fantastic I'm told it's less frequent. Morrell Avenue parking is for residents only. The pavements are dangerous still for wheelchair users the tree roots flip my chair into the road it's so unsafe, in places the path is still up no crossing possible.</p> <p>Until we had a crossing at the top of Morrell Avenue which I campaign for, there was no means to return on the bus from Oxford and get home to Hill Top Road as there were no dropped crossing the entire length had to push to old road lights and back with your shopping in all weathers, usually rain, ice wind snow or extreme heat on a wonky pavement of Warneford lane. This part of Oxford is really inaccessible yet on the steepest hill about. Taking away parking where it is level in Warneford Lane, thus safe to get in out of your WAV with your chair, is unfair it's so thoughtless. You can only park at the end of a row to prevent people parking behind you blocking access to open and get into your van up the ramp.</p>
(32) As an individual, (Oxford, New High Street)	<p>Concerns - By removing this existing facility you will force those parking there to seek alternatives in other roads in Headington creating further congestion in an area where existing restrictions are already ignored by drivers. The roads in central Headington are now one huge shopper's car park and wardens are scarce. Please leave the Warneford parking there but make it a Pay and Display. You can then afford to employ more wardens to implement the existing restrictions which would benefit the whole area. While you're at it remove all 2-hour parking in Headington and make it P&D (or permit) as well. This will do us all a favour and reduce pollution at the same time.</p>
(33) As an individual, (Oxford, Princes Street)	<p>Concerns - Will it mean other roads will be more overloaded with parking</p>

(34) As an individual, (Oxford, Shirelake Close)	Concerns - I cycle along there at least once a month and consider that it is OK as it is. Most of the parking will be for the school or Oxford Brookes. Therefore, it should at least be 4-hour parking and free after 6.30pm.
(35) As an individual, (Oxford, Union Street)	Concerns - With LTN,'s due in East Oxford and proposed bus gates at London Place/St Clements and at the Warneford lane how are residents in all the side and main streets from the plain to the top of Morrell Avenue going to exit the area in motor vehicle / motor bike to get out of Oxford or visit the JR, doctors, vets, family out of town shops etc. Maybe I am confusing the locations of the bus gates and there is an entry and exit strategy, but I can assure you that it is not clear to myself and many other residents that I have spoken to.
(36) As an individual, (Oxford, Otmoor Lane)	Support - Because I regularly cycle down Warneford Lane and I had an extremely scary close pass by a car while I was on my cargo bike with kids. The lane current lane design leaves cyclists vulnerable to being 'doored' and close passes.
(37) As an individual, (Moreton-in-Marsh, New Road)	Concerns - People who live in Oxford and visitors to the beautiful park, and school, need parking, as do disabled people and contractors. Whilst the current arrangement of narrow cycle lanes running past cars is not ideal, there are many other ways to solve this without closing down the parking on Warneford Road. * There could be dedicated cycle lanes down Cheney Lane or Gypsy Lane. * The parking could be removed down one side of the road, and this used for 2-way cycle traffic. * A cycle road could be built through Warneford Meadow. * The grounds of Churchill Hospital could be used for a cycle road.
(38) As an individual, (Oxford, Hill Top Road)	Support - I support safer and quieter lanes for cycling and walking. I am concerned about there not being any or enough parking for people who cannot cycle or walk to South Park.
(39) As an individual, (Headington, Bickerton Road)	Support - I support these proposals. I've found Warneford Road one of the unnerving parts of my circle route thanks to the combination of narrow carriageway and cars parked to my left

<p>(40) As an individual, (Headington, Bickerton Road)</p>	<p>Support - I was nearly killed by an HGV when cycling down Warneford Lane recently. We desperately need the removal of parking spaces to make space for safe, segregated cycle paths. This is the only link between Headington and East Oxford but it is currently too dangerous to cycle on, necessitating huge detours. For the adjacent East Oxford LTN trials to enable the intended shift to active travel modes, it is vital that this link is made safe for cyclists to use.</p>
<p>(41) As an individual, (Headington, Gladstone Road)</p>	<p>Support - I don't like cycling down Warneford Lane. I deliberately cycle on the outer edge of the cycle lane to reduce the risk of being hit by the opening door of a parked car. It means at points I'm blocking other faster traffic. I try and cycle quickly to minimise the impact of it but sometimes have cars get close or beep to try and make me move aside. A segregated/safe cycle path would be a great improvement for all road users. Further my daughter goes to Cheney School and I would support any measures in that area that would make children arriving and leaving school safer.</p>
<p>(42) As an individual, (Headington, Headington Road)</p>	<p>Support - Warneford Lane is currently dangerous and unpleasant for people riding bikes as they are sandwiched between parked cars on the left and close-passing motor vehicles on the right, and too often encounter harassment, dangerous driving and verbal abuse from impatient drivers, particularly if they ride outside of the cycle lane markings to avoid the dooring risk. And anecdotally this abuse seems to be disproportionality aimed at women and parents cycling with children. The lack of safe cycling space coupled with routine parking in the currently unprotected cycle lanes by Cheney School parents has a particular impact on the safety of children travelling to Cheney School and parents cycling to work with young children. This is a key route between Headington and East Oxford and is unavoidable due to the lack of any viable alternative bike-accessible, traffic-light routes. It seems that most of the parking on Warneford Lane comprises long-term storage of Brookes students' cars, so the current situation prioritises the free storage of private property for wealthy students on a publicly funded road over the safe movement of vulnerable bike users: this is not a morally acceptable situation. Obviously, when the Divinity Road area LTN is implemented, this will not only make the onward journey along Divinity Road/Hill Top Road/Southfield Road much safer for people on bikes but will also make the roundabout much safer for cyclists, particularly for cyclists continuing around the roundabout to Morrell Avenue, as the number of motor vehicles using the Divinity Road exit will drastically reduce.</p>
<p>(43) As an individual, (Headington, Lime Walk)</p>	<p>Support - Warneford Lane can be a difficult road to cycle on, along a narrow bike lane sandwiched between parked cars and cars, lorries and buses passing or attempting to pass. There is no room to cycle a safe distance from the parked cars, and any opening car doors, without preventing cars from passing. The road has a 20mph speed limit</p>

	<p>which is widely disregarded, as it is along Old Road and Morrell Avenue. The proposed solution should address these concerns, however the 20-mph speed limit along Warneford Lane and roads leading to it must be enforced to improve cyclist and pedestrian safety and encourage more cycling through Headington and into the city centre.</p>
<p>(44) As an individual, (Headington, Mark Road)</p>	<p>Support - I cycle along there regularly both ways, to get into town and back. I am always scared of being doored. I try to cycle in the road but it is very intimidating with cars behind getting annoyed so quite often I end up in the worst of all worlds with being stuck out a bit from the parked cars but probably not far enough not to be doored and yet the car behind squeezes by on the right anyway and so I am caught by their draft as they don't seem to slow down when they do that. The bicycle lane markings make people think bikes have to stay in those lanes. The bike lane markings should be removed with signs saying, do not overtake cyclists, even before this consultation takes place so that cyclists are safer in the meantime.</p>
<p>(45) As an individual, (Headington, Old High Street)</p>	<p>Support - I'm a driver and a cyclist - it will be inconvenient for drivers, but it will be safer for cyclists and will help to encourage more people to cycle. Drivers (including me) NEED to be inconvenienced to move us to other forms of transport.</p>
<p>(46) As an individual, (Headington, Old Road)</p>	<p>Support - I regularly cycle on this stretch from my home on Old Road, sometimes with young children. The current design is highly dangerous and leads to unnecessary stress and tension for cyclists and drivers.</p>
<p>(47) As an individual, (Headington, Old Road)</p>	<p>Support - But I also have concerns. My main concern is the name given to these general proposals. "Quickways" is a really bad choice. They should be called SAFEWAYS. Safety is what we cyclists want, not speed. The second concern is that these proposals do not address the main cycling issue around here, which is Old Road. Most of Old Road is very unsafe for cyclists. You have plans for dealing with it, they were part of "Access to Headington", but they never get implemented. The County Council seems to refuse to get on with it, and just divert their energy to good, but less important, things.</p>
<p>(48) As an individual, (Headington, St Annes Road)</p>	<p>Support - As a cyclist who often uses Old Road / Morrell Avenue to get into Oxford city centre I often use Warneford Lane and find that this major route used by cyclists is important and that buses often have to wait behind and that cars can pass close. The removal of some car parking on Warneford Lane travelling east is the most needed.</p>

<p>(49) As an individual, (Headington, St Anne's Road)</p>	<p>Support - The parking here means the road is very narrow for cyclists. If you want cyclists to be and feel safe, they need more space. A sloping pavement edge like on the Slade is better than a raised one as it means cyclists can get on and off easily when it is safe to do so.</p>
<p>(50) As an individual, (Headington, Staunton Road)</p>	<p>Support - The existing parking arrangements are too dangerous for cyclists. There is a real danger of 'dooring' and riding far enough out to avoid this upsets those drivers who are too impatient. Replacing the parking spaces with dedicated cycle lanes will eliminate this problem and by making the road safer will encourage more people to cycle, as County and City policies both wish to encourage.</p>
<p>(51) As an individual, (Headington, Windmill Road)</p>	<p>Support - I support the proposal to significantly limit the road space used for parked cars in order for it to be used for cyclists. It is currently extremely unsafe to cycle along this route with motorists attempting to overtake despite limited space.</p>
<p>(52) As an individual, (Headington, Dunstan Road)</p>	<p>Support - I cycle along Warneford Lane several times a week. In order to avoid being hit by opening car doors from the cars parked there, I have to cycle in the middle of the road- the painted cycle lane leaves cyclists too vulnerable to being hit by car doors. This inevitably slows down vehicles behind me so be of whom get aggressive very occasionally. The removal of all parking will make cycling along there safer and less stressful.</p>
<p>(53) As an individual, (Headington, Old Road)</p>	<p>Support - I cycle along Warneford Lane and Morrell Avenue most days. Warneford Lane currently feels very unsafe. On each side of the road the risk of dooring makes the cycle lane unusable. If cycling a door's width from the parked vehicles, vehicles overtake leaving minimal space. I do not have the nerve to cycle in the centre of the lane which is the only safe way to cycle along Warneford Lane as it is currently.</p>
<p>(54) As part of a group/organisation, (Headington, Quarry High Street)</p>	<p>Support - Removing parking on Warneford Lane is necessary to have safe and accessible cycle lanes here, current cycle lanes are not safe in my experience (several close passes, verbal abuse by drivers when trying to hold primary position and know of friends experiencing near miss serious collisions). This is a crucial active travel route between Headington and the city centre and Headington and East Oxford and we need cycle infrastructure to enable this.</p>

<p>(55) As an individual, (Headington, St Leonard's Road)</p>	<p>Support - I'm a cyclist and I feel that they would improve safety.</p>
<p>(56) As an individual, (Headington, Valentia Road)</p>	<p>Support - This parking is unnecessary and removing it will improve safety for cyclists and pedestrians. I have a child who attends Cheney school and am both a driver and a cyclist. The road is very scary to cycle on and I no longer use it because of too many incidents with drivers passing too close or car doors being opened into the cycle 'lane'. As a driver I always feel harassed by other drivers when giving cyclists the space they actually need here, and as a parent, our children will be safer with less vehicle movement so close to the school site. Again, I have witnessed many near misses involving young people stepping out from between parked cars. Finally, most of the cars parked here seem to be students, who should not be driving here in the first place.</p>
<p>(57) As an individual, (Headington, Staunton Road)</p>	<p>Support - We need safer cycling in Oxford. Parking of cars on this road is hazardous due to passing traffic including buses on one side. The parking serves only a few whereas the new scheme would provide safer cycling for many more.</p>
<p>(58) As an individual, (Littlemore, David Nicholls Close)</p>	<p>Support - 'This is a key route for cyclists to get to and from Headington and the parking on both sides of the road make this dangerous to do so - danger of dooring - no room to safely overtake, causing some drivers to force an unsafe overtake or be aggressive to cyclists taking the lane</p>
<p>(59) As an individual, (Oxford, Argyle Street)</p>	<p>Support - Need to remove parking in Order for it to be safe to travel by bike especially with young children.</p>
<p>(60) As an individual, (Oxford, Bartlemas Road)</p>	<p>Support - I support the proposals to remove the parking provision on Warneford Rd as it is not safe for cyclists. I have had many close calls cycling to and from the John Radcliffe on too many occasions either due to vehicles overtaking me, or parked vehicles opening doors into oncoming traffic.</p>
<p>(61) As an individual, (Oxford, Barton Fields Road)</p>	<p>Support - I regularly use other painted, advisory-only cycle routes (Windmill Road, Abingdon Road), and unfortunately, despite the double yellows, cars still frequently stop and even park there, which represents not only a</p>

	<p>nuisance but potentially a risk to cyclists. Therefore, anything but a full restriction on stopping and parking in the proposed changes to Warneford Lane will present an increased risk for cyclists. However, these restrictions need to be enforced, as otherwise, people will keep stopping and parking.</p>
<p>(62) As an individual, (Oxford, Bickerton Road)</p>	<p>Support - Removal of parking imperative to create safe environment for anybody not using a motor vehicle to use this road, especially trying to access local school. Current lack of parking restrictions proven to be being abused.</p>
<p>(63) As an individual, (Oxford, Bullingdon Road)</p>	<p>Support - Warneford Lane is currently very dangerous for cyclists. The existing cycle lane is too narrow and too close to the parked cars. Cyclists in the bike lane are at risk of being "car doored".</p> <p>Warneford lane is currently too narrow for a car to overtake a cyclist safely.</p> <p>Cyclists that cycle in the main carriage way to avoid being close to the parked cars are subject to abuse from some motorists who feel that cyclists should stay in the bike lane.</p> <p>Warneford lane is a major artery linking East Oxford and Central Oxford to Headington including Cheney School and all 4 major hospitals.</p>
<p>(64) As an individual, (Oxford, Bullingdon Road)</p>	<p>Support - As a parent, I use Warneford Lane to travel by cargo-bike to and from my daughter's nursery with my children. The existing infrastructure on Warneford Lane is not fit for purpose for safe cycling and so using it comes with a significant safety risk to me and my children. For example, if I cycle a safe distance away from the parked cars on Warneford Lane, I have to cycle in the middle of the narrow carriageway. As a result, we face hostile behaviour from motorists who regularly get too close, toot their horns and attempt to push the me into the advisory cycle lane, which is in the car door opening zone. If I move into the unsafe advisory cycle lane, cars then 'close pass' me, getting within centimetres of me and my children in the bike. Often the motorists toot, swear and exhibit hostile behaviour toward me and my children in the process. I often am left feeling shaken and in tears and questioning whether I should be putting my children and I at risk. This is just on the very short nursery run within a mile of my home. The proposals set out to remove the parking on Warneford lane will make this route safer for cycling for people of all ages and also encourage less confident cyclists including children in the local neighbourhood and those going to the nearby schools to also cycle this route.</p>

<p>(65) As an individual, (Oxford, Church Cowley Road)</p>	<p>Support - The current cycle lane there is worse than useless. It does not give enough room for full-sized motor vehicles to pass cyclists safely and directs riders to remain fully inside the "door zone" -- the Dutch Reach technique only appeared in the latest Highway Code and many drivers are still unaware of it. Most of the cars parked there are simply using it as free long-term vehicle storage; the Warneford has its own car park.</p>
<p>(66) As an individual, (Oxford, Crescent Road)</p>	<p>Support - I bike along Warneford Lane at least 4 times a week at present but do not feel safe.</p>
<p>(67) As an individual, (Oxford, Divinity Road)</p>	<p>Support - Concerned local resident desperate for improvements to cycling safety and general reduction of automobile traffic in the area.</p>
<p>(68) As an individual, (Oxford, Divinity Road)</p>	<p>Support - Warneford Lane is currently extremely unpleasant to cycle along. The current cycle lane is dangerous and unfit for purpose due to parked cars and risk of dooring; cyclists keeping away from the parked cars often encounter intimidation and aggression from drivers (even if cycling close to the speed limit). Removing the parking is essential to creating a safe cycle route (the principal route connecting East Oxford and Headington and access to Cheney School).</p> <p>For those who may need to park in the area for shorter periods, more short stay parking places could be created by reducing some of the unrestricted parking in Cheney Lane.</p>
<p>(69) As an individual, (Oxford, Florence Park Road)</p>	<p>Support - This is a fantastic idea and long overdue!</p>
<p>(70) As an individual, (Oxford, Florence Park Road)</p>	<p>Support - Safety improvements</p>
<p>(71) As an individual, (Oxford, Glanville Road)</p>	<p>Support - Removing parking here is absolutely necessary for creating an active travel corridor. Without this, an unacceptable gap would remain.</p>

<p>(72) As an individual, (Oxford, Howard Street)</p>	<p>Support - Removing the parking is necessary to put in safe and accessible cycle tracks. Warneford Lane is pretty much unavoidable for anyone cycling between East Oxford and Headington, so making cycling here accessible and safe is absolutely critical to enabling active transport in Oxford.</p>
<p>(73) As an individual, (Oxford, Lime Walk)</p>	<p>Support - Cycling here is currently very dangerous</p>
<p>(74) As an individual, (Oxford, Lime Walk)</p>	<p>Support - I support the proposed changes for the following reasons. Cycling along Warneford Lane is intimidating due to the narrow cycle provision and the hazard of opening car doors. The parking tends to be dominated by Brookes students as long-term parking. Cars delivering and collecting pupils from Cheney School create a chaotic and unsafe environment for both cyclist and pupils. The current conditions are not conducive in encouraging pupils, students and commuters to take up cycling as their mode of transport.</p>
<p>(75) As an individual, (Oxford, Lime Walk)</p>	<p>Support - The current arrangement is dangerous - the road is too narrow for cyclists to use the cycle lane (due to the risk of an opening door from a parked car, or a parked vehicle moving out) and therefore it is only safe if cycling in the middle of the traffic lane. Unfortunately, this often leads to aggressive behaviour from drivers who are not prepared to slow down for this very short stretch. I often have my children in a bike trailer which makes the current cycle lane even more unsuitable.</p>
<p>(76) As an individual, (Oxford, Maidcroft Road)</p>	<p>Support - Safer cycling</p>
<p>(77) As an individual, (Oxford, Minster Road)</p>	<p>Support - As I cyclist going to and from Headington and Shotover frequently the removal of parking would make it safer for cyclists and better for traffic to pass me more safely.</p>
<p>(78) As an individual, (Oxford, Minster Road)</p>	<p>Support - It is difficult to avoid this road when cycling to the Headington shops and the parking makes it scary, particularly when motorists open car doors suddenly in front of you</p>
<p>(79) As an individual, (Oxford, Monmouth Road)</p>	<p>Support - Warneford Lane is a major cycling route between Cowley Road and Headington and is used by lots of schoolchildren travelling to Cheney School, as well as by people working at the Churchill Hospital, Brookes University,</p>

	<p>and the Oxford University Old Road Campus. A safe cycle route here would help a great many people.</p> <p>The current situation with cars parked on both sides with a cycle lane tight against them, in the door zone (what cyclists often refer to as a "murder strip"), is extremely dangerous. In the cycle lane, one runs the risk of being knocked off by a car door. Because of this I always take the main lane, but this puts me in conflict with motorists, who often hoot their horns, rev aggressively, tailgate, and try to squeeze past. The current road markings encourage drivers to believe that cyclists should be in the door zone. Warneford Lane is often said to be the worst piece of cycle infrastructure in Oxford.</p> <p>Additionally, it's worth noting that much of the unrestricted parking here is currently used for long term storage of cars which never move. Very little usable short-term parking would be lost under the quickway proposal. The CPZ parking is underused by residents, as it is not near any of their front doors.</p> <p>Please remove the car parking from both sides of Warneford Lane and replace it with a safe, segregated cycle lane.</p>
(80) As an individual, (Oxford, Monmouth road)	Support - It is a dangerous road to cycle on and if this proposal is carried out, I would let my kids cycle down the road themselves
(81) As an individual, (Oxford, Rymers Lane)	Support - Warneford Lane is a corridor for anyone cycling between East Oxford and Headington. Removing parking is the only option to create space for cycling infrastructure, which needs to be joined up to allow safe cycling routes connecting different parts of Oxford.
(82) As an individual, (Oxford, Rymers Lane)	Support - This is an essential corridor for safe cycling.
(83) As an individual, (Oxford, Sandfield Road)	Support - Cars parked on Warneford Lane are a considerable hazard for cyclists and the parking spaces should be removed before a bad accident happens
(84) As an individual, (Oxford, Sandfield Road)	Support - I STRONGLY support these proposals, which are long overdue. The current on-road cycle lanes are positively dangerous, being positioned right in the door opening zone of parked cars (this is an issue which I have raised with councillors over many years). If the council is serious about reducing car use, and giving priority to active travel and public transport, then reducing the amount of space devoted to cars (both parked and travelling) is a necessary part of the approach.

	<p>Some of those using the parking spaces may claim they need them for operational purposes; however, if companies such as Pedal and Post and OxWash can run successful businesses using cargo bikes then the likes of British Military Fitness should be able to as well (at the same time as getting rid of the nonsense of encouraging people to drive to take part in keep-fit sessions in a public park).</p> <p>There may well be a case for a very few blue badge parking spaces, which might be best located in Cheney Lane (which would also benefit from the removal of parking).</p>
(85) As an individual, (Oxford, Sandfield Road)	<p>Support - I cycle along Warneford Rd most weeks, and every time feels risky. Cycling along you are faced with two choices; either</p> <ol style="list-style-type: none"> 1. cycle in the marked lanes (right next to the parked vehicles), at risk of being taken out by a car door opening or a vehicle trying to squeeze past outside you. 2. cycle in the middle of the carriageway, a safe distance from the parked cars, but impatient drivers sometimes get dangerously close behind you. <p>I normally opt for 2, but it can feel rather uncomfortable. Having a dedicated cycle lane there would improve the experience considerably.</p>
(86) As an individual, (Oxford, Southfield Park)	<p>Support - Warneford Lane is dangerous for cycling because the marked cycle lane is between parked cars and moving cars. It is essential that the parking is removed to provide protected cycle infrastructure, especially for children travelling to Cheney School.</p>
(87) As an individual, (Oxford, Southfield Road)	<p>Support - Warneford Lane is at present quite scary for cyclists</p>
(88) As an individual, (Oxford, Southfield Road)	<p>Support - Removing the parking is necessary to put in safe and accessible cycle tracks. Warneford Lane is pretty much unavoidable for anyone cycling between East Oxford and Headington, so making cycling here accessible and safe is absolutely critical to enabling active transport in Oxford.</p>
(89) As an individual, (Oxford, Southfield Road)	<p>Support - I am a keen cyclist who finds Warneford Lane dangerous for cyclists. The cycle lane runs next to the drivers' doors of parked cars which means that cyclists using the cycle lane are vulnerable to being knocked off their bikes and into the car lane by drivers exiting their cars. The removal of these car spaces will provide an incentive for</p>

	drivers to leave their car behind and walk, cycle or take public transport.
(90) As an individual, (Oxford, St Leonards Road)	<p>Support - This road is terrible for cyclists and during my 6 years of using the road for bicycle commuting I have seen 5 cyclists sitting in the road after being doored by a parked car. I have also been harassed and subjected to road rage for cycling outside of the 'door zone'.</p> <p>The majority of the parking appears to be long term student vehicle parking, with the majority of cars not moving for many days. I totally support the removal of parking on this road to make cycling safer.</p>
(91) As an individual, (Oxford, Stanley Road)	<p>Support - It's a vital cycling route, and not doing it would massively harm the Quickways scheme. If we ever want oxford to have a cohesive and comprehensive cycle network, we have to get rid of that parking.</p> <p>I used to work at the NOC and cycle that route daily to and from work and now where I live has changed, I still cycle it semi regularly whenever I need to head up the hill to Headington for work or other reasons. It's not pleasant. Cars one side very close (and if it's not a busy time often speeding) and parked cars the other mean no one worried about their safety while cycling will use that stretch of road</p> <p>But also because cyclist protected parking is of no benefit to anyone and the council should be seeking to get rid of it everywhere it exists in Oxford and remark it all. It actually makes cycling those stretches of roads more actively dangerous as the risk of being car doored is serious. Another thing I've experienced there is the risk of aggressive drivers doing dangerous passes, attempts at intimidation etc because they are annoyed that you aren't in the painted cycle lane because you don't want to be killed by a car door opening.</p> <p>Also this consultation is pointless, you shouldn't need to re-open a closed consultation because there was a minor error. There are literally no residents on that stretch of road to even consult. The overwhelming support for the Quickways from Oxford residents in general should have been enough to cover this.</p>
(92) As an individual, (Oxford, Sunderland Avenue)	<p>Support - It is a good example of the joined-up thinking needed if we are to improve local environment, safety and address global warming.</p>

<p>(93) As an individual, (Oxford, Swinburne Road)</p>	<p>Support - STRONGLY SUPPORT the removal of parking on Warneford Lane and the addition of wands to protect a cycle lane. Currently cyclists on this road have the grim choice of either risking their lives in the 'door zone' (aka 'murder strip!') or coming into conflict with motorists who can't stand to remain behind a cyclist for 10 seconds. Nearly every time I cycle on Warneford Lane I get aggressive beeping, revving, tailgating, and shouted abuse from drivers -- I find it depressing and upsetting even as a confident and fairly speedy cyclist; many people I know just avoid that road altogether when cycling because it's just too dangerous; and there's currently no way I'd let my daughter cycle along there on her route to Cheney School. This change can't come soon enough for us!</p>
<p>(94) As part of a group/organisation, (Oxford, Tidmarsh Lane)</p>	<p>Support - The University supports the removal of the unrestricted on-street parking on Warneford Lane as the cycle lanes in this location are very narrow, placing our staff and students at risk of being hit by car doors. The University looks forward to the delivery of traffic-segregated routes on these corridors in the future but accepts that on-road cycle lanes are an acceptable interim measure.</p>
<p>(95) As an individual, (Oxford, York Road)</p>	<p>Support - I support these proposals as someone who cycles to Oxford Brookes daily with a young child from Headington, the parked cars on Warneford Lane are dangerous as its impossible to know whether someone might open a door in a parked vehicle. Cars travelling behind always try to push past despite lack of safe passing space. Having a separate cycle lane will make active travel so much safer for all.</p>
<p>(96) As an individual, (Oxford, York Road)</p>	<p>Support - I think it is essential to make cycling safer and this proposal will achieve this</p>
<p>(97) As an individual, (Oxford, Kennett Road)</p>	<p>Support - I understand it's necessary to remove the parking in order that safe and accessible cycle tracks can be created. I am in support of active transport in Oxford, so this is why I support the removal of car parking on Warneford Lane to accommodate this initiative.</p>
<p>(98) Local or County Cllr, (Oxford, Rawlinson Road)</p>	<p>Support - I often cycle there and it would be much safer with no parking. Removing the parking would also reduce congestion and pollution in Oxford and encourage people to use active travel or buses. The streets would also look more beautiful., rather than looking like a car park.</p>

(99) As an individual,
(Sandhills, Delbush
Avenue)

Support - That road is used by cyclists and pedestrians and the parked cars make it a dangerous road. Most of the cars belong to Oxford Brookes students anyway and so shouldn't be there.