

Divisions affected: *University Parks, Jericho and Osney*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 OCTOBER 2022

OXFORD - BROAD STREET: TEMPORARY PUBLIC REALM SCHEME – PROPOSED NEW PARKING PLACES IN ADJACENT STREETS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve:

St Giles (east side) – the introduction of a new 14 metre section of ‘Motorcycle only parking’ approximately 100 metres south of Lamb and Flag Passage, replacing the existing ‘No Waiting at Any Time’ (double yellow line) restriction in the process.

Parks Road (east side):

- a. The removal of one existing ‘Disabled Persons Parking Place’ (DPPP) and 23 metre section of ‘Pay & Display Parking’ 46 metres north of Holywell Street.
- b. The relocation of 5 DPPP bays (4 from Broad Street) starting 70 metres north of Holywell Street, replacing the southern-most section of the Pay & Display parking leaving 5 P & D parking places.
- c. the remaining length in the vicinity to be used for a temporary bus only ‘drop-off’ area.

But not to approve:

Turl Street (east side): the introduction of a 20 metres cycle parking area between Ship Street junction and Exeter College entrance.

Executive summary

2. The Cabinet Member for Highway Management approved at the decisions meeting on 21 July a proposal to make an Experimental Traffic Regulation Order (ETRO) to enable the implementation of a temporary public realm scheme on Broad Street. The project aims to discourage general vehicle movements and builds on the Broad Meadow scheme implemented by Oxford City Council in 2021 by increasing the extent of the scheme to the full length of Broad Street (Catte Street – Magdalen Street East); the measures in Broad Street itself are due to be largely implemented by the end of October 2022.

3. The following measures as approved for adjacent roads cannot however be included within the ETRO due to the national regulations on Traffic Regulation Orders, which do not permit ETROs to be used to create new parking places; (see the approved recommendations ii and iv in the report taken to the 21 July meeting)
 - Relocation of existing motorcycle bay to St Giles, located approximately 125m north of the junction with Magdalen Street East
 - Relocation of existing disabled bays, 4 remaining within Broad Street and 4 relocated to Catte Street/Parks Road as appropriate
4. As a consequence, a further consultation on amendments to the existing TROs governing parking places in central Oxford has been carried out; in preparing the consultation documents and taking account further design work and engagement with stakeholders, the specific proposals consulted on are as follows:
 - St Giles (east side) – introduce a new 14 metre section of ‘Motorcycle only parking’ approximately 100 metres south of Lamb and Flag Passage, replacing the existing ‘No Waiting at Any Time’ (double yellow line) restriction in the process.
 - Parks Road (east side) -
 - a. Remove one existing ‘Disabled Persons Parking Place’ (DPPP) and 23 metre section of ‘Pay & Display Parking’ 46 metres north of Holywell Street.
 - b. Relocating 5 DPPP bays (4 from Broad Street) starting 70 metres north of Holywell Street, replacing the southern-most section of the Pay & Display parking leaving 5 P & D parking places.
 - c. the remaining area will allow for a temporary bus only ‘drop-off’ area.
 - Turl Street (east side) -
Introduce a 20 metres cycle parking area between Ship Street junction and Exeter College entrance.

Financial Implications

5. Funding for the proposals was approved within the Capital Programme following [Council](#) on the 8th February 2022.
6. The proposal includes the removal of existing pay and display parking spaces on Broad Street which results in a loss of revenue for Oxfordshire County Council.
7. In the case where the scheme is made permanent, additional funding may need to be sought to make further changes to the scheme.

Equality and Inclusion Implications

8. No implications in respect of equalities or inclusion have been identified in respect of the proposals. Engagement with Oxford City Council's Inclusive Transport and Movement Focus Group has taken place and associated walkabout with members of this group and other interest and advocacy groups representing different users has been held. An Equality Impact Assessment has been carried out as part of the detailed design (no negative impacts were in and will be reviewed as part of the 6-month consultation.

Sustainability Implications

9. The proposals would support Oxfordshire County Councils' vision to deliver a zero-carbon Oxfordshire transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

Consultation

10. Formal consultation was carried out between 25 August and 16 September 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, Bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, Oxford City Councillors, and the local County Councillors representing the University Parks, Jericho & Osney, and Isis divisions. Emails were sent to key stakeholders engaged with as part of the Broad Street scheme, and street notices placed on site in the immediate vicinity.
11. 25 responses were received during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
St Giles (MC Parking)	6	3	5	11	25
Parks Road (DPPP parking)	1	3	15	6	25
Parks Road (Remove P&D)	7	3	9	6	25
Turl Street (Pedal cycle parking)	3	1	14	7	25

12. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors

Officer response to objections/concerns

General:

13. The design of the scheme has been shaped by over 150 stakeholders representing various user groups including people who walk, cycle or wheel. Access to Broad Street is not restricted, the street can be accessed by general vehicles via Parks Road or on foot/bicycle by Parks Road, Turl Street, Magdalen Street East as per previous arrangements. This scheme aids independence by offering a new place for people to enjoy, sit and relax of which there are currently limited options in the city of Oxford.

'Pay & Display' parking:

14. The loss of 8 pay and display parking bays on Parks Road will provide spaces for disabled badge holders and also a drop off only bus facility which is serving the needs of public transport users and disabled users. There is provision of pay and display parking in the local vicinity (Parks Road, Mansfield Road, Savile Road, St Giles, Museum Road, Blackhall Road, Keble Road).
15. There is provision of pay and display parking outside Wadham College as well as double yellow lines which permit loading/unloading.

Disabled Persons parking:

16. 4 disabled bays have been retained on Broad Street. The proposals have resulted in a net gain of 1 disabled bay space with 4 other disabled bays proposed on Parks Road. These bays would be used by people wishing to visit Broad Street (or nearby streets). Parks Road currently has one existing disabled bay which is well used, this proposal recommends extending the current provision here. There are various disabled bays located across the city centre, each having their pros and cons depending on where the user wishes to visit and style of bay available. Turl Street and Catte Street were investigated as options however due to carriageway widths and lack of space to turn around, these options were discounted. There are no other nearby alternatives available other than Broad Street itself. If more disabled bays were accommodated on Broad Street then this will have a significant impact on the amount of public realm space available. The design of the overarching Broad Street scheme has balanced the needs of varying user groups.
17. Disabled bays on Broad Street and the proposed bays on Parks Road (if approved) would be monitored closely through manual counts and further engagement with the Inclusive Transport and Movement Focus Group members. The purpose of monitoring the bays would be to understand the usage and experience from people using the bays.

Motorcycle parking:

18. Motorcycles are being relocated out of Broad Street to reduce the amount of traffic in this area and in time improve air quality. The council proposed to

relocate a slightly smaller bay of motorcycle parking (from 17m to 14m in length) to St Giles where there is a nearby facility often always at capacity. Motorcycles are fourth in the councils hierarchy of transport users. Without dedicated spaces for motorcycle parking, it is expected that motorcyclists may park anywhere which makes enforcement difficult and may lead to issues relating to access and congestion.

19. The proposed motorcycle bay is proposed to be located in an area that is currently dead space and will not result in the loss of additional parking.
20. The size of the motorcycle bay is in compliance with national standards (Traffic Sign Regulations and General Directions). As per drawings, there is a 2.65m gap for vehicles to enter and drive into the disabled bays. Wheelchair Accessible Vehicles are typically less than 2m wide, therefore giving at least 30cm on either side of the car for clearance. Disabled users could also reverse into the bay if required.
21. The motorcycle bay is proposed to be located in an area surrounded by multiple other vehicles, therefore it is not considered that this motorcycle bay will have a detrimental impact on the streetscape. The proposed motorcycle bay is shorter than the previous bay on Broad Street.
22. The County Council will monitor the usage of the proposed motorcycle bay on St Giles alongside monitoring potential usage of Broad Street following the temporary removal of the bay on Broad Street. The County Council will engage specifically with motorcyclists as part of the Broad Street scheme to fully understand the impact of the temporary removal. A separate study reviewing provision for motorcycle parking in the city may be appropriate.

Cycle Parking:

23. Cycle parking provision is proposed to be toast racks to enable easy removal of racks when required. More cycle parking is proposed to be installed on Ship Street and Brasenose Lane by Oxford City Council. Therefore, there will be less demand for cycle parking on Turl Street. Cycle parking on Turl Street could be seen as clutter to the streetscape and reduces accessibility along Turl Street which is already a narrow street.

Bus Provision:

24. It is unlikely that there will be any additional damage caused by buses as they already use this route for the university ST1 service and City Sightseeing service, plus there are numerous heavy goods vehicles that have been in the area for some time as a result of construction works.
25. In terms of privacy, this proposed drop off only bus stop will be used by the ST1 service (supported by the university) and is a single decker bus. Given this is a drop off point at the end of the route, there should be no passengers on the bus.

26. The proposed set up would bring benefits to the college with fewer parked cars outside the front of the College, a drop off bus stop which students may access, provision for loading/unloading outside the front of the College is maintained and no access is blocked.

27. In discussions with Oxford Bus Company, it is likely that the stop on Parks Road will be removed if/when traffic filters are installed resulting in improved journey times for the service. There are no proposed changes to the bus services in terms of frequency and number of buses as part of this scheme.

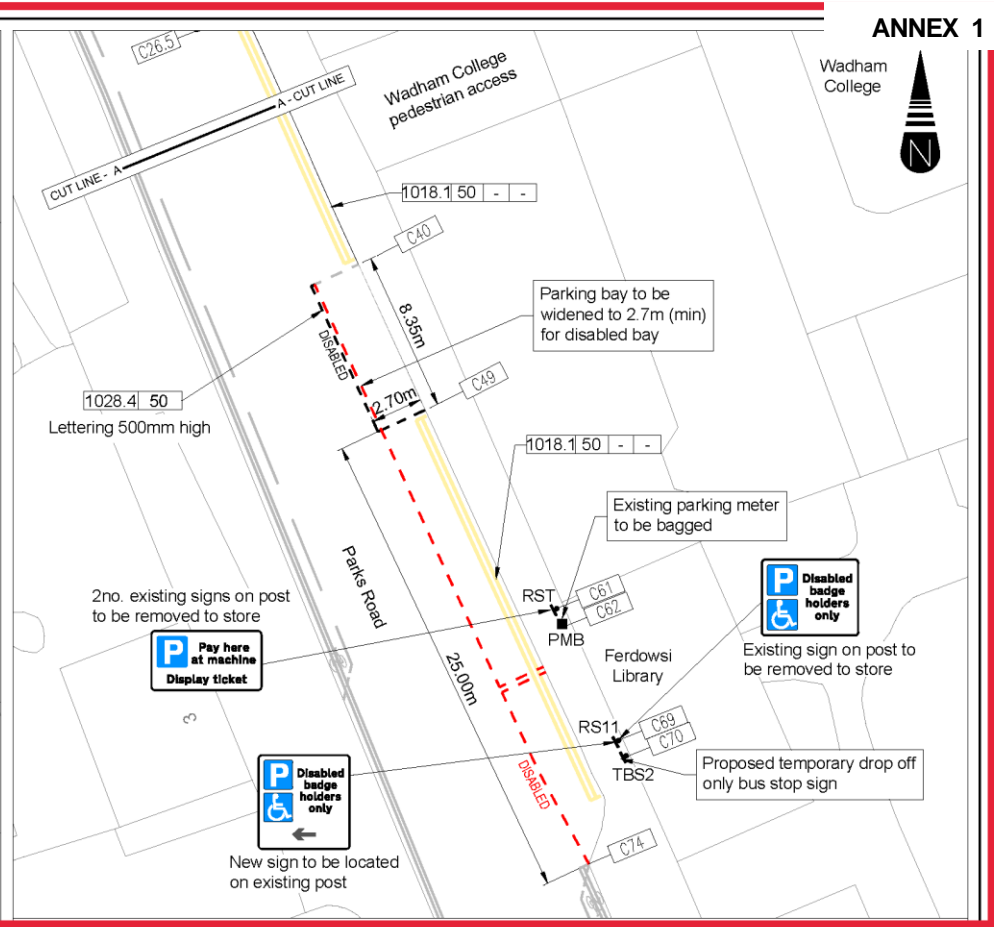
Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Proposals for Parks Road
 Annex 2: Proposals for St Giles
 Annex 3: Proposals for Turl Street
 Annex 4: Consultation responses

Contact Officers: Lucy Prismall – lucy.prismall@oxfordshire.gov.uk

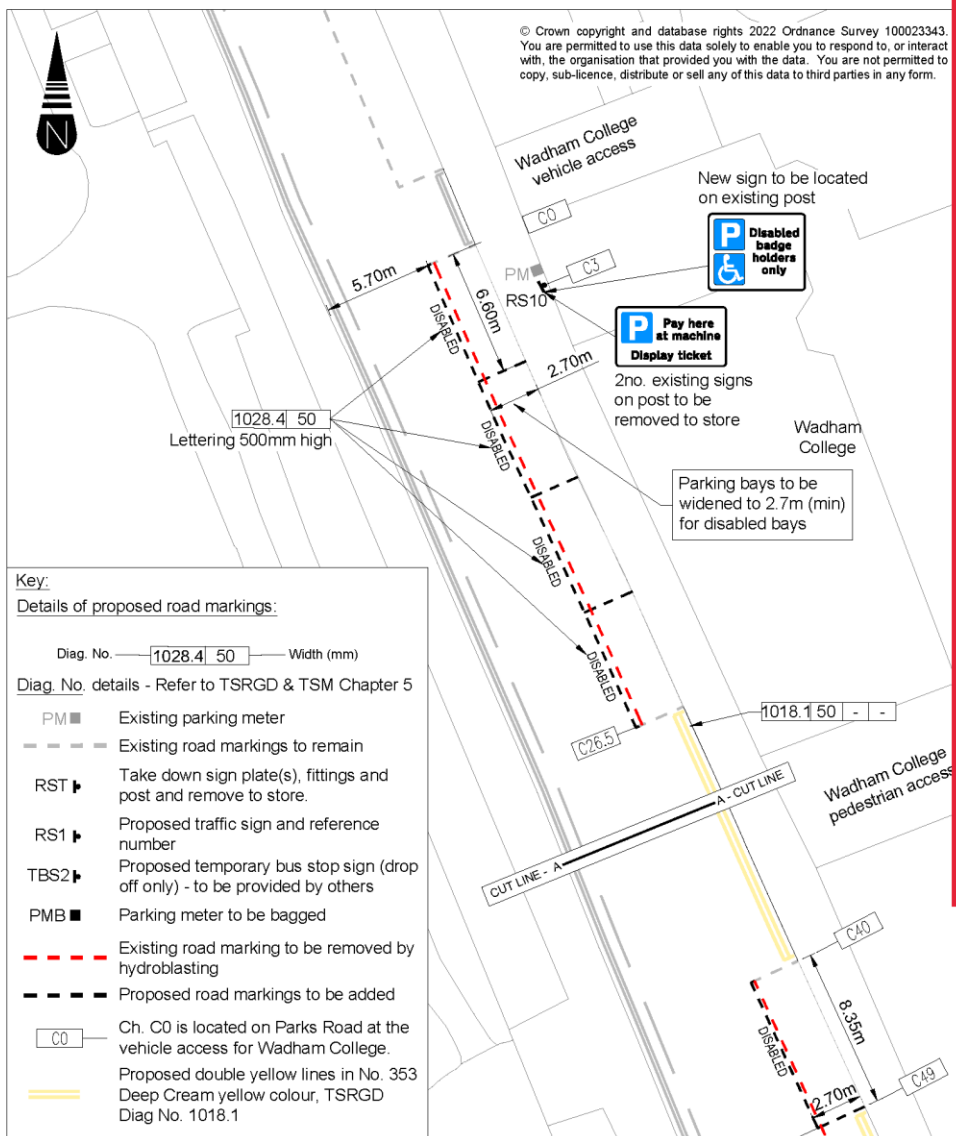
October 2022

Wadhams College



- Notes:
1. Do not scale from this drawing.
 2. Site verify all dimensions prior to construction.
 3. Report all discrepancies to the Drawing Originator immediately.
 4. This drawing is to be read in conjunction with all relevant documents and drawings.
 5. All measurements are in metres, unless stated otherwise.
 6. Setting out to be agreed on site in the presence of an Oxfordshire County Council representative.
 7. For details of statutory undertakers apparatus refer to C2 returns and drawing 5101204-MIL-VUT-BRD-DR-CH-2601.
 8. For details of proposed road markings and traffic signs refer to drawing 5101204-MIL-HSN-BRD-DR-CH-1203.
 9. Temporary bus stop sign to be provided by relevant bus company.
 10. All works to be completed in accordance with Oxfordshire County Council's standard details.

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Key:

Details of proposed road markings:

Diag. No. 1028.4 50 Width (mm)

Diag. No. details - Refer to TSRGD & TSM Chapter 5

- PM ■ Existing parking meter
- - - Existing road markings to remain
- RST ▶ Take down sign plate(s), fittings and post and remove to store.
- RS1 ▶ Proposed traffic sign and reference number
- TBS2 ▶ Proposed temporary bus stop sign (drop off only) - to be provided by others
- PMB ■ Parking meter to be bagged
- - - Existing road marking to be removed by hydroblasting
- - - Proposed road markings to be added
- CO - Ch. C0 is located on Parks Road at the vehicle access for Wadhams College.
- Proposed double yellow lines in No. 353 Deep Cream yellow colour, TSRGD Diag No. 1018.1

Rev	Date	Description	Drn	Chkd	App
P01	01.08.22	First Issue	SO	DMB	SPW
Revisions					

Client

OXFORDSHIRE COUNTY COUNCIL

Drawing Originator

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Drawing Status

Detailed Design

Title

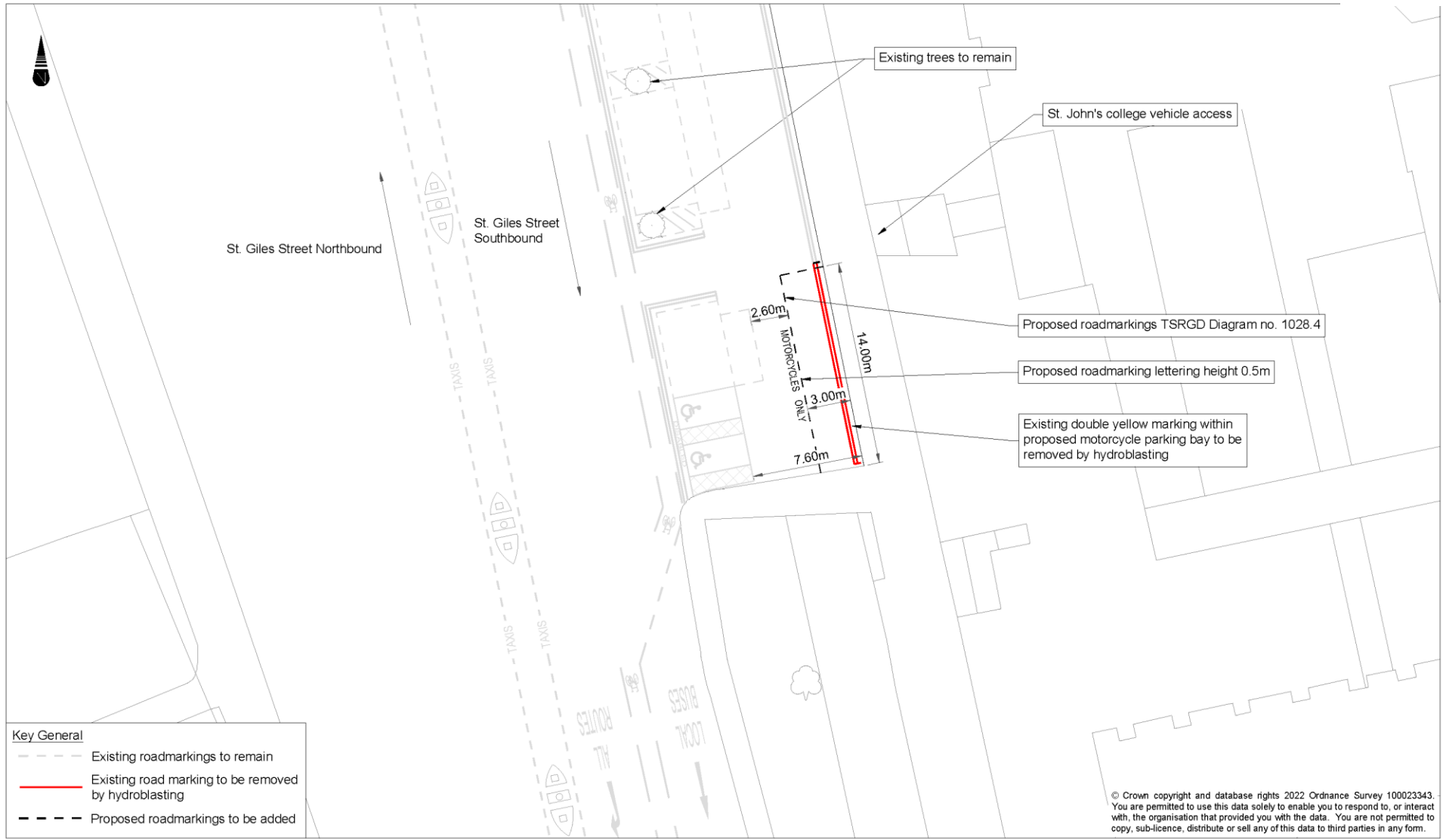
Parks Road Bus Drop-Off Area & Disabled Parking

Project Name

Broad Street Public Space Improvement Scheme 2022

Sheet Size	Scale	Drawn by	Checked by	Approved by
A3	1:250	SO	DMB	SPW
		Drawn Date	Checked Date	Approved Date
		01.08.22	01.08.22	01.08.22

Drawing Number: **5101204-MIL-HGN-BRD-DR-CH-0005** Status: **S02** Rev: **P01**



Key General

- - - - Existing roadmarkings to remain
- Existing road marking to be removed by hydroblasting
- - - - Proposed roadmarkings to be added

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Rev	Date	Description	Drn	Chkd	App
F02	01.08.22	Detailed Design Issue	SO	DMB	SPW
F01	20.06.22	First Issue	SO	DMB	SPW

Revisions

Client

OXFORDSHIRE COUNTY COUNCIL

Drawing Originator

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Drawing Status

Detailed Design

Title

St Giles Street Relocation of Motorcycle Bay

Project Name

Broad Street Public Space Improvement Scheme 2022

Sheet Size	Scale	Drawn by	Checked by	Approved by
A3	1:250	SO	DMB	SPW
		Drawn Date	Checked Date	Approved Date
		20.06.22	20.06.22	20.06.22

Drawing Number

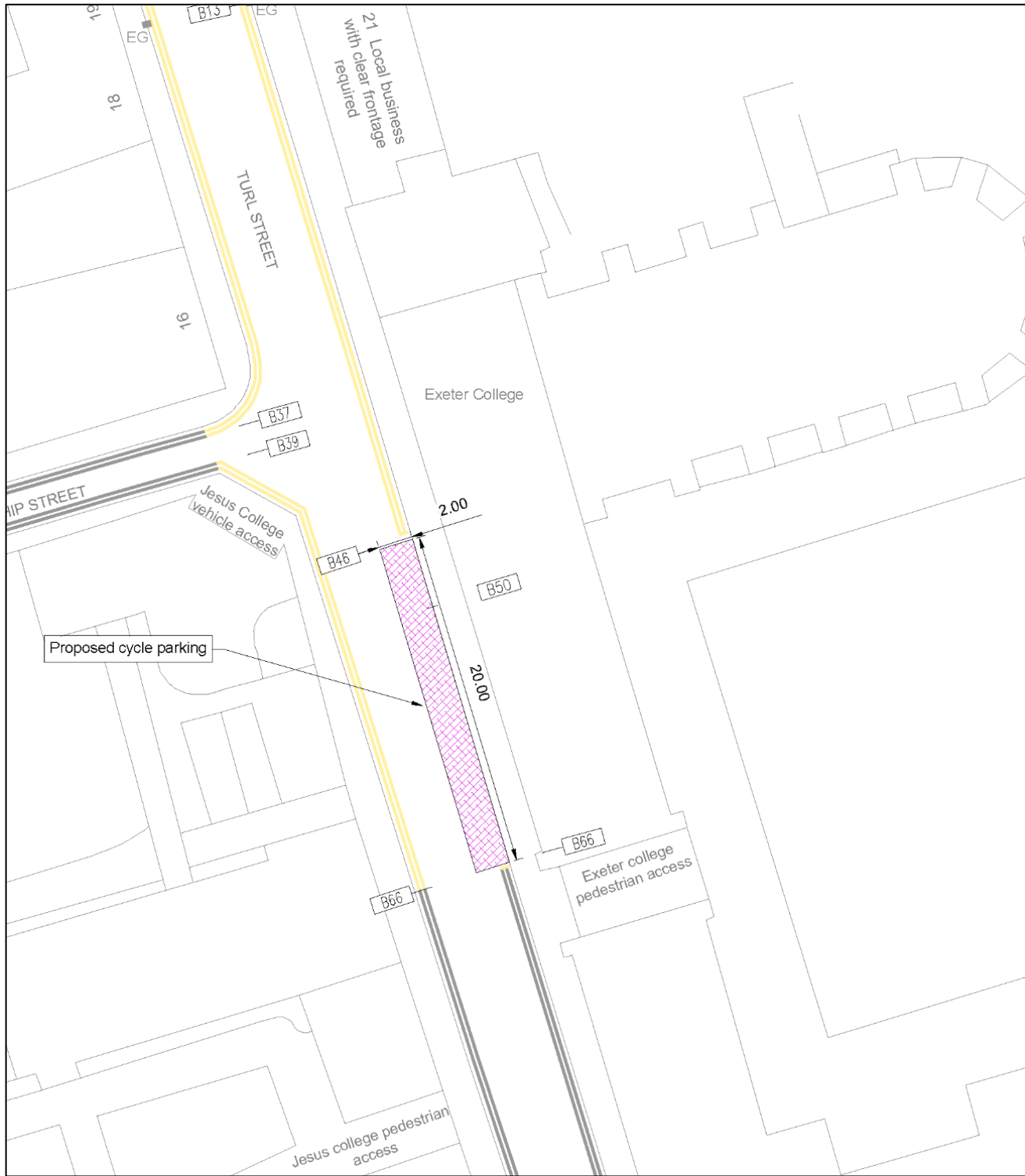
5101204-MIL-HGN-BRD-DR-CH-0002

Status

S02

Rev

P02



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Oxford City Cllr, (Walton Manor Ward)	I am entirely supportive of the extra cycle parking in Turl Street, and the extended cycle parking on Broad Street. I understand the need for moving the disabled parking and motorbike provision to allow the new layout of Broad Street - and that seems entirely sensible.
(3) As a business, (Oxford Bus Company)	<p>St Giles (new Motor cycle parking) - Support Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Support</p> <p>We are a local bus operator which operates the strategically important ST1 "Science Transit Shuttle" service in partnership with Oxford University and STFC. This service provides a regular fast link between the University Science Area and the world leading science and technology research facilities at Harwell Campus. The service is principally operated with 2019 registered, single deck, ultra low emission Euro 6 vehicles.</p> <p>We have engaged with Oxfordshire County Council regarding their desire to improve the public realm in Broad Street and to build on the success of the "Broad Meadow" scheme which ran in 2021.</p> <p>Following several discussions we believe we can support the designs for the new temporary Broad Street public realm scheme, but only on the condition that a suitable drop off stop in Parks Road for inbound ST1 services is provided. This will allow the service to terminate and wait time at Parks Road, away from the Broad Street area and ensure that buses do not wait excessive amounts of time in the Broad Street area, though they will still access the area to turn around and pick up for outbound journeys. We support the location chosen for the drop off stop as shown in the consultation plans and believe we can make this work.</p>

<p>(4) Member of public, (Oxford, Woodstock Road)</p>	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - No opinion Parks Road (remove Pay & Display parking places) - Object Turl Street (new Pedal cycle parking) - No opinion</p> <p>I object to the loss of on street parks spaces in the centre of Oxford. The County Council is anti business and is not serving the needs of the wider community.</p>
<p>(5) Member of public, (Oxford, Magdalen Road)</p>	<p>St Giles (new Motor cycle parking) - Object Parks Road (new Disabled Persons Parking Places) - Object Parks Road (remove Pay & Display parking places) - Object Turl Street (new Pedal cycle parking) - Object</p> <p>All recent road projects are aimed at preventing residents of Oxfordshire being independent. It's all about control and power.</p>
<p>(6) Member of public, (Oxford, Cowley Road)</p>	<p>St Giles (new Motor cycle parking) - Support Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Support</p> <p>Support because removal of as much parking as possible in Broad Street is important if the City wants to make this area a truly world class feature. Strongly support extra bike parking in Turl Street as lack of rack space here often makes me avoid shopping here. With potential of night time economy coming to the C Market, more racks are essential. They, of course, need to be managed ie not let student bikes fester there!</p>
<p>(7) Member of public, (Oxford, Bullingdon Road)</p>	<p>St Giles (new Motor cycle parking) - Object Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Support</p>

	Motor cycles pollute
(8) Member of public, (Cowley, Hurst Street)	<p>St Giles (new Motor cycle parking) - Support Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Support</p> <p>More realistic transport ideas for the future.</p>
(9) Member of public, (Kidlington, High Street)	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - No opinion Parks Road (remove Pay & Display parking places) - No opinion Turl Street (new Pedal cycle parking) - Support</p> <p>Further space to secure pedal cycles are required in this area.</p>
(10) Member of public, (Oxford, Monmouth)	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Support</p> <p>Reduced parking for cars in the centre of Oxford is generally a good thing for making the city more liveable. There is a chronic shortage of cycle parking around the Covered Market - the extra cycle parking on Turl Street will help alleviate this.</p>
(11) Member of public, (Oxford, Southfield Park)	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - No opinion Parks Road (remove Pay & Display parking places) - No opinion Turl Street (new Pedal cycle parking) - Support</p>

	Public cycle racks in the city centre are always full, which indicates unmet demand.
(12) Member of public, (Oxford, Maidcroft Road)	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Support</p> <p>It is important to replace the active travel options, and those for disabled people, in the Broad street works.</p>
(13) Member of public, (Oxford, Cunliffe Close)	<p>St Giles (new Motor cycle parking) - Support Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Object Turl Street (new Pedal cycle parking) - No opinion</p> <p>Don't want bus stop on parks road or buses to regularly come through parks road.</p>
(14) Local organisation, (Jesus College)	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - No opinion Parks Road (remove Pay & Display parking places) - No opinion Turl Street (new Pedal cycle parking) - Object</p> <p>Turl street is a two-way street, with regular visitors travelling on foot or by car to the Oxford University Colleges located on Turl street, not to mention the frequent goods' and delivery drop-offs to the College's and to the many business on the street, including to the busy Covered Market and market street businesses.</p> <p>New cycle pedal cycle parking on Turl Street would cause chaos throughout the day. It would worsen the already high volume of traffic on the street, cause disruption to the students and staff at the universities, and the many people running businesses in this already difficult economic time. The location is totally unsuitable.</p> <p>A more obvious location would be to install a new cycle rack on Brasenose Lane. Alternatively, we suggest extending the number of Sheffield hoops on Ship Street, which would increase parking capacity for cyclists, and it would also not</p>

	<p>cause the chaos that peddle cycle parking would cause if plans for Turl Street go ahead.</p>
<p>(15) Member of public, (Headington, Pullens Field)</p>	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Object Turl Street (new Pedal cycle parking) - No opinion</p> <p>Why on earth are the P&may and display being removed,? There was never congestion there. It is further killing the high street encouraging people to park & shop only at westgate. This is bad for Oxford</p>
<p>(16) Member of public, (Oxford, Cave Street)</p>	<p>St Giles (new Motor cycle parking) - Object Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Support</p> <p>Replace the motorcycle parking with more cycle parking. We should not be encouraging motorbikes and mopeds in the city, they cause significant air pollution.</p>
<p>(17) Member of public, (Oxford, Upper Road)</p>	<p>St Giles (new Motor cycle parking) - Object Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Object Turl Street (new Pedal cycle parking) - Support</p> <p>Motor cycling parking will reduce the car parking spaces which are already too few</p>
<p>(18) Member of public, (Summertown, Ferry Pool Road)</p>	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Object Turl Street (new Pedal cycle parking) - Support</p>

	<p>Some exceptions must be made - parking is prohibitively expensive & limited in Oxford, and access to University Park will be even more restricted (unnecessarily) if the pay & display is removed. Some of us are not disabled but do have mobility issues, and this will affect access.</p>
<p>(19) Member of public, (Oxford, Nelson Street)</p>	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Object Turl Street (new Pedal cycle parking) - Object</p> <p>Life is difficult enough for people with mobility problems as it is and removing Disabled Parking bays near to city centre and replacing them further on the 'outskirts' of the city centre is NOT helpful or acceptable.</p>
<p>(20) Member of public, (Oxford, Henry Road)</p>	<p>St Giles (new Motor cycle parking) - Object Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Concerns</p> <p>1) In my opinion, motorcycles are not different than cars in respect to air pollution, noise, and safety concerns -- and as such should not be encouraged to travel into the city centre. They should park at the car parks, as other motor vehicles do. 2) Turl Street is a very narrow street, it is not clear that vehicles passing through to load at Market Street would not endanger the parking cycles, or worse - pedestrians walking in the remaining space.</p>
<p>(21) Member of public, (Oxford, Hill Top Road)</p>	<p>St Giles (new Motor cycle parking) - Concerns Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Concerns Turl Street (new Pedal cycle parking) - Support</p> <p>St Giles motor cycle parking in essence I'm in agreement with as long as access is maintained to the two disabled parking places at the southern most space east side. I access my van from the rear, so ideally drive to those spaces from the parking thus I exit my vehicle in the parking area NOT into the path of cyclists, my automatic tailgate and ramp have a 7 second delay as per standard automation, and a lot can change in those 7 seconds an unseen cyclist</p>

	<p>can appear. Equally I'd rather access my van from safety no fear of cyclists, I have a dog to consider too. Then I drive away I'd rather be able to see ahead it's clear rather than reverse out into the path of cyclists and cars, I would most likely be driving north out of the city.</p> <p>The concern is accessing these two currently accessible parking spaces it is narrowed with the motorcycle parking a sideways on parking space. I have a smallest WAV but I know it will be tight. Can you check the width please? Any non compliance with parking within those lines and disabled people are scuppered.</p> <p>The removal of parking outside Wadham affects parents visitors to Wadham college, so I'm concerned for parents visitors dropping off collecting moving in out etc.</p>
(22) Local organisation, (Wadham College)	<p>I would like to express the College's concern at the proposal to install a bus stop in the locations outlined in your e-mail. The reasons are set out below.</p> <p>Option 1. This option would not be feasible and is not supported by the College. It is a Protected Zone with double yellow lines prohibiting parking to allow logistics to be brought directly into the College and facilitate essential kerb unloading, including some bulky and heavy materials. Its loss will severely impact the operation of College logistics. The area is also used by taxis to collect and drop off passengers, including visitors with mobility needs.</p> <p>Option 2. This option is not supported by the College. The camber of the road is steep in this location and the bus will lean in towards our Grade 2 listed building. This is a timber framed building and dates back from the 17th Century. Buses moving closely to the building will cause vibrations and increased loading on the cellar walls that could cause structural damage.</p> <p>The camber provides an essential part of the drainage for Parks Road and any changes could cause flooding into cellars along the south end of Parks Road.</p> <p>In addition, there are bedrooms in our listed building and, due to the camber, passengers will be in very close proximity to the bedrooms on the ground and first floors. There will be loss of privacy and increased noise to students living in these bedrooms. Students are likely to feel uncomfortable about opening their curtains.</p> <p>Option 3. This option would not be feasible and is not supported by the College. The concerns expressed above (option 2) apply with the potential to damage the cellars beneath the adjacent timber-framed building with stucco. The constant vibration could vibrate the lath off the plaster and damage this historic building.</p>

	<p>Around four years ago the bus routes were temporarily diverted via the King's Arms pub, on the corner of Parks Road from Broad Street, and there was an incident where the top lath and plaster wall above the Kings Arms failed and pieces of render came down onto the pavement. We believe the sudden change in the condition of the top wall, and its failure, was caused by the increase in buses travelling past. We are concerned that bringing buses closer to the buildings in this part of Parks Road could result in a destabilising effect on the 16th and 17th Century timber framed stuccoed buildings.</p> <p>Finally, the area marked in option 3 for the bus stop does not take into account that the gate (known as the Elephant Gate) provides a fire service emergency route into the College to reach our new buildings. The fire service vehicles will need sufficient space to turn into and out of the gate.</p>
(23) Local organisation, (Cyclox)	<p>This seems to be a diminution in Disabled parking provision, which may be inline with general policies. I think there's a 'loss' of 8 and a replacement of 5.5 places! That's a length of 8.35m and 26.4m. Odd multiples.</p> <p>I observe that the Motorcycle 'replacement' is unlikely to be seen as convenient by users. The Cycle-parking increase is to be welcomed but, I suggest that the Townscape implications need to be considered further.</p> <ul style="list-style-type: none"> o Broad St is a historic gem and a long line of racks is far from attractive. o Time is overdue for considering the quality and design of cycle-parking provision. o I have previously suggested an alternative which I add here (A 'Tulip' stand, central Maastricht, NL). o Practice in other historic cities should be referred to. o Use of 'greenery' should be considered in conjunction with County, City and other Landscape architects and designers.
(24) Local organisation, (Oxford Preservation Trust)	<p>Whilst we fully support the order on Broad Street, we are concerned that the plans do not lead to any loss of parking and other services removed simply being placed in the adjoining streets. In our view, it must be accepted that there will be an inevitable loss of parking provision due to the wider plans for Broad Street. This should also extend to the reduction in the motorcycle parking provision. OPT does not support extending the motorcycle parking provision in St Giles south of the Lamb & Flag Public House. St. Giles is an important street within the central conservation area. It provides the setting for a number of important listed buildings, being the greatest assembly of Georgian houses in the City and the extension of the motorcycle parking as suggested will be a harmful addition. In recent years a number of</p>

	<p>these buildings have been cleaned and repaired adding to the public realm and we would wish to see the motorcycle parking reduced here rather than added to.</p>
<p>(25) Local organisation, (Oxfordshire Area Representative, British Motorcyclists' Federation)</p>	<p><u>Observations specific to Broad Street, St Giles, and Oriel Square:</u></p> <ol style="list-style-type: none"> 1. Until 2020, the motorcycle bay in Broad Street was about 23 metres long and had room for about 20 motorcycles. 2. St Giles has two motorcycle bays, each of which has, for different reasons, a sub-optimal layout. The one at the south end of St Giles has room for about nine motorcycles. It is popular and often full. The bay at the north end of St Giles is smaller. It serves its immediate area, but not the City centre. 3. OCC proposes that a new bay near the Lamb and Flag that will be 14 metres long. That should be enough for about 12 motorcycles. That would relieve the overcrowded bay at the south end of St Giles, but not replace the bay that OCC has prematurely withdrawn from Broad Street. 4. OCC withdrew the Broad Street bay before installing the proposed new bay in St Giles. When will the proposed new bay be installed, and where does OCC expect motorcyclists displaced from Broad Street to park until then? 5. Even if the proposed bay near the Lamb and Flag is installed, it will not solve the motorcycle parking shortage that OCC has chosen to create by withdrawing Broad Street. 6. The proposed new bay is about 300 metres from the withdrawn bay in Broad Street. Even if the new bay were 23 metres long, its location would not be practical for all of the motorcyclists that used to park in Broad Street. 7. The bay in Broad Street was accessible from east or north Oxford. St Giles is accessible from north or west Oxford, but has poor access from the east. 8. The only remaining central Oxford motorcycle bay with direct access from east Oxford is in Oriel Square. That access is via about 250 metres of uneven cobbled road surface in Merton Street. They are not even granite setts: they are actual rounded cobbles. Any motorcyclist braking on that surface in an emergency is liable to skid, fall and be injured. <p><u>Observations general to Oxford city centre:</u></p> <p>Both the County and the City council have a long record of failing to consult representatives of before making changes to motorcycle parking. Two well-established, well-known, nationwide bodies represent the UK's motorcyclists: the British Motorcyclists' Federation (BMF) and the Motorcycle Action Group (MAG). Neither the City nor the County has any excuse for failing to contact the BMF and MAG before making significant changes to motorcycle parking.</p> <p>The result was a chronic and acute shortage of motorcycle parking for many years, even before 2020. The bays in Broad Street, St Ebbe's Street, and the south end of St Giles' were often full, and there was a clear need for more bays in more parts of the city centre. Competition for space in some motorcycle bays has been increasing.</p>

Also, increasing numbers of powered two wheelers are being parked in parts of the City centre that have no motorcycle bays. This is caused partly, but not only, by the advent of food delivery services such as Deliveroo and Uber Eats. Groups of mopeds and scooters are now parked in places such as Carfax, George Street and Ship Street. And sometimes, delivery rider parking overflows the inadequate motorcycle bay in St Ebbe's Street.

Aside from delivery riders, most motorcyclists also own a car. Measures that deter motorcycle use risk increasing car use. Conversely, measures that favour motorcycle use could reduce car use.

I attach a list of all the motorcycle bays in Oxfordshire that I am aware of. Oxfordshire has never provided enough parking bays for motorcycles. There is no equitable case for reducing motorcycle bays in Oxford even further, as is the net effect of OCC's changes to Broad Street and St Giles.

Helping motorcycles to help Oxford:

Powered two wheelers (motorcycles, motor scooters and mopeds) make up 3.5 percent of vehicles registered to addresses in Oxford, and 3.7 percent of those registered in to addresses Oxfordshire as a whole. Motorcycling helps to reduce road congestion. In particular, motorcycle parking bays use road space five times more efficiently than car parking spaces. Motorcyclists pay their council tax and their vehicle excise duty, and deserve more respect and more adequate provision than OCC currently affords them.

Given motorcyclists' travel patterns, it makes sense to distribute motorcycle bays as near as practicable to riders' destinations, and avoid an over-concentration of bays in one part of the City centre. Therefore I suggest that OCC continue with the proposed new bay near the Lamb and Flag as planned, but that it also introduces an additional motorcycle bay in another central Oxford street. It should be accessible from the east, and that practicably serve those parts of the city centre that the Broad Street bay used to serve.

Separately, OCC should please expand the motorcycle bay in St Ebbe's on the south side of the City centre. This would improve motorcycle access to the City centre from the west and south. This would be very easy and cheap to do, as space is available in St Ebbe's to double the size of the existing bay.