

Divisions affected: *Iffley Fields and St Mary's; St Clements and Cowley Marsh*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 27 APRIL 2023**

### **OXFORD: A420 THE PLAIN ROUNDABOUT AREA – PROPOSED NO LOADING AT ANY TIME (EXCEPT IN EXISTING DESIGNATED LOADING BAYS)**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to:
  - a. approve a peak hour loading ban (suggested times of operation between 07.00 to 10.00 and 16.00 to 19.00) .
  - b. Instruct officers to investigate alternative arrangements for loading in this area in consultation with the residents, businesses and landlords to inform a decision on whether to progress a more comprehensive scheme taking account of the likely requirement for a Public Inquiry to determine the appropriateness of further controls on loading.

#### **Executive summary**

2. This report presents responses received during the statutory consultation on a proposal to prohibit loading at all times other than in the existing off carriageway loading bays as shown in **Annex 1**.
3. The proposal forms part of wider measures already implemented to improve road safety at The Plain roundabout, in particular in respect of pedestrian and pedal cyclist safety

#### **Sustainability Implications**

4. The proposals will facilitate active travel and help reduce delays to buses

#### **Financial and Staff Implications (including Revenue)**

5. Funding for consultation on the proposal and its implementation if approved has been provided from the County Council's Vision Zero programme.

## **Equality and Inclusion Implications**

6. No implications in respect of equalities or inclusion have been identified in respect of the proposal.

## **Formal Consultation**

7. The formal consultation on the proposals was carried out between 23 February and 17 March 2023. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, pedestrian & cycle groups, local business groups, Oxford City Council, the local City Cllrs, and the local County Councillors representing the St Clements & Cowley Marsh, Iffley Fields & St Mary's, Isis, and University Parks divisions.
8. Additionally, street notices were placed on site in the immediate vicinity, and letters sent directly to approximately 200 properties in the area.
9. Forty-nine responses were received during the course of the consultation period, comprising of 24 (49%) in support, seven (14%) objecting, 15 (31%) expressing concerns, and three either not objecting or having no definitive opinion.
10. One of the objections received was from the 'St Clements Business Group' and the 'Oxford Business Action Group' which states they represent 54 businesses primarily located in the St Clements area, and some in the lower end of the Cowley Road, as well as 1000s of businesses in the wider Oxford area.
11. The responses are shown at **Annex 2**, and copies of the original responses are available for County Councillors on request.

## **Officer response to objections/concerns**

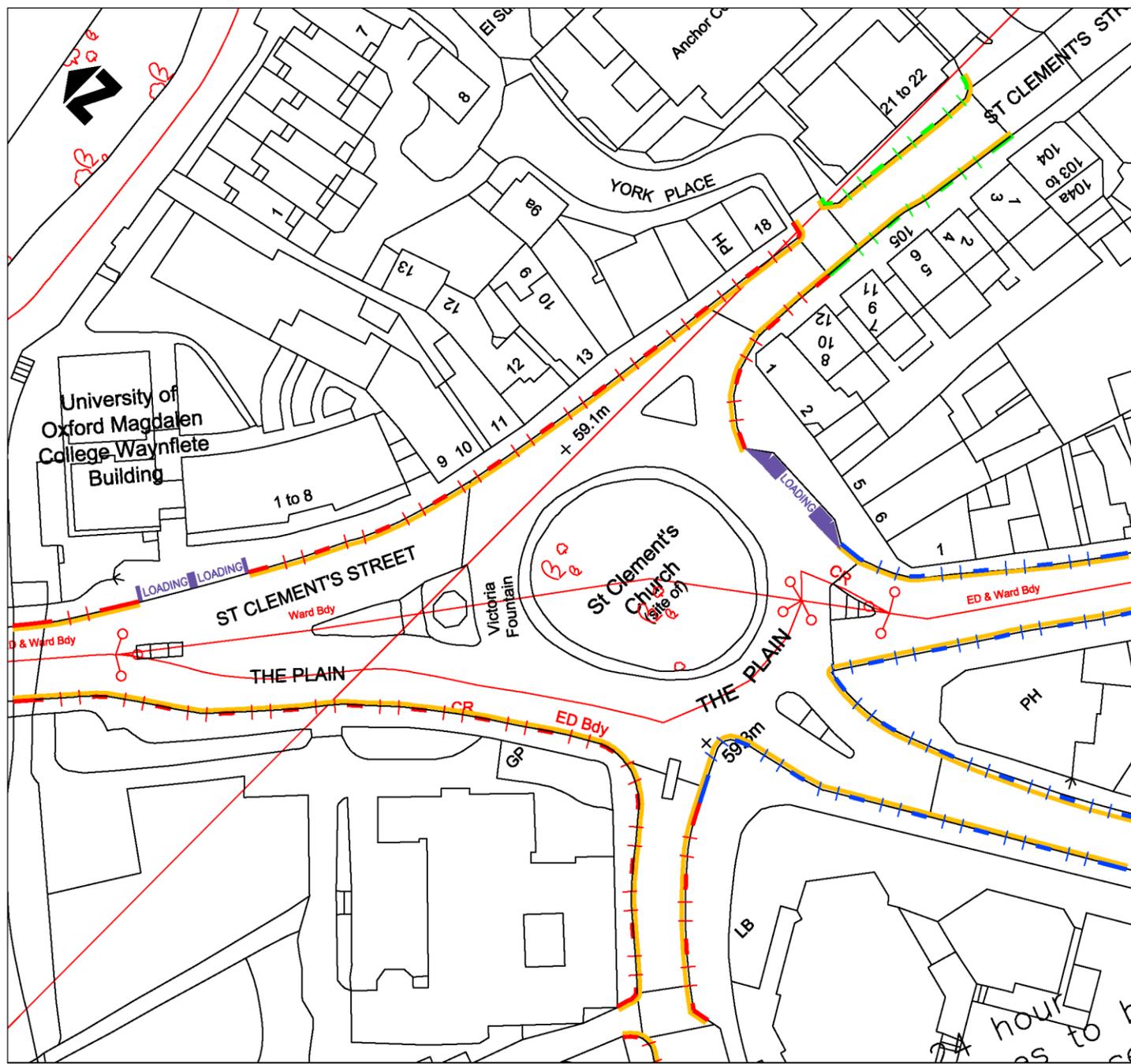
12. Thames Valley Police expressed no objection to the proposals.
13. Oxford Bus Company and Thames Travel bus company expressed support for the proposals, with the former response commenting that since the introduction of the cycle wands on the approach to the Plain in November 2022 as part of cycle safety measures, they have seen a large increase in delays to buses in this area caused by loading vehicles, in particular on the Iffley Road
14. Stagecoach Bus Company expressed no objection, with their more detailed comments being supportive.
15. The County member for the Isis division expressed support for the proposals as did two local city councillors

16. Cyclox, a local cycle campaign group for Oxford, expressed general support of the proposals noting that cars loading on or near The Plain regularly dangerously block cycle lanes, presenting serious dangers and that no-loading zone extensions will be a great improvement, in reducing accidents and encouraging cycling and walking through a greater sense of safety, although noting also that enforcement is crucial to the success of the scheme.
17. Cyclox's response also requested the removal of the current loading bay on the east side of the roundabout as in their view vehicles parking here can create extra visibility hurdles for anyone entering the roundabout from Cowley Road, and also problems for pedestrians, with large vehicles often hiding vehicles entering from St Clements. Noting that the complete removal; of the bay may not be possible, the group asked if the parking spaces should be shortened and end at least 3 meters earlier before Cowley Road to prevent hiding pedestrians and awkward roundabout entry manoeuvres, with consideration also being given to the bay being only available to goods vehicles.
18. Twenty expressions of support were received from members of the public, some of these also requesting consideration of the removal of one or both of the existing loading bays to further reduce the risk of conflicts.
19. Objections were received from the St Clements Business Group in conjunction with the Oxford Business Action Group, together with one individual local business, all citing the difficulties the proposal would cause local businesses which had currently no practical alternatives, with the St Clements Business group also noting the significant misuse by members of the public of the existing loading bays.
20. Noting the concern on the scope of the consultation cited in the response by the St Clements Business Group, it is confirmed that all premises adjacent to the proposals were sent individual letters detailing the proposal and requesting their comments.
21. Magdalen College responded noting that the College have a number of commercially tenanted properties on St Clements who currently are able to carry out their business without restriction, and expressing a concern that by changing this area to 'no loading at any time' it would result in them having to unload/load heavy goods elsewhere and find suitable means to move goods around, on what are narrow pavements, and that if this area becomes less accessible, this could have a detrimental impact on vacancy levels.
22. Additionally, the college noted that accessibility for the College to maintain and service their properties is paramount and that o unloading/loading provision for contractors carrying out repairs and maintenance, would be a concern, also noting that given the number of commercial and residential properties in this location it is considered that the two exiting loading bays will not be sufficient for the capacity required by local businesses and residents.
23. A further two objections and one concern on the grounds of loss of loading opportunity were received from members of the public.



Contact Officers: Anthony Kirkwood 07392 318871

April 2023



**Notes**  
**Waiting Restrictions & Parking Places.**

- Existing no Waiting at any time to remain. ————
- Existing 30 minute Loading bay no return within 1 hour LOADING
- Proposed no loading at any time - - - - -
- Proposed no loading at any time to replace existing no loading Mon today to Sat 7.30am to 9.30am and 4pm to 6.30pm - - - - -
- Proposed no loading at any time to replace existing no loading 7.30am to 9.30am and 4pm to 6.30pm - - - - -

Existing Taxi Ranks and Pedestrian Crossings are not shown as they are governed by other traffic regulations and are to remain as existing.

Do not scale this drawing

Rev	Description	By	Date	Chi'd	Auth

**OXFORDSHIRE COUNTY COUNCIL**

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Client

Project

**The Plain – No Loading At Any Time 2023**

Title

**Proposed Layout of Restrictions**

Scale	1:500	Drawn By	SMA	Checked By		Approved By	
Drawing Number	320-A3-00011	Date	21.02.2023	Date		Date	
Rev							

## ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Managing Director, (Oxford Bus Company)	<b>Support</b> – We are supportive of these proposals, and believe they are necessary - since the introduction of the cycle wands on the approach to the Plain, we have seen a large increase in delays to buses in this area caused by loading vehicles, in particular on the Iffley Road. Therefore we feel that these restrictions are required.
(3) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p><b>No objection</b> – Thank you for consulting with us on these proposals which affect one of the most intensively used junctions in the City of Oxford, and indeed the wider County.</p> <p>The convergence of 5 major arterial roads towards this single point is reflected in the amount of general, traffic on all arms, and this includes frequent bus and coach operations. As the County Council is well aware, the weight of cycle-borne movement here is exceptionally high as well.</p> <p>As such there is both a high level of interaction, and conflict, including between movements of vehicles and vulnerable road users. This, and the accident record at the junction and on its approaches, justifies the greatest level of attention to managing the highway to minimise these conflict and maximise visibility between road users. The nature of traffic in this area is such that there is a great deal of movement early in the morning and late into the evening.</p> <p>As such extending the no loading restriction to apply at all times on the approaches to The Plain is a necessary and justifiable measure. We see no realistic alternative approach that can achieve the ends set out in the proposed Order between 0730 and 2200.</p> <p>This clearly does impinge directly on a number of businesses fronting the streets concerned. Three loading bays are in existence that will remain. there is a significant risk that operational needs of these businesses and the general impracticality of "booking" the loading bays could well lead to a significant amount of contravention, both undermining the effectiveness of the proposals and potentially setting up new problems. As Council officers will be aware, the</p>

	<p>splitter island to the west of The Plain has been colonised in the past by vehicles for various purposes, as a good example of this.</p> <p>Likewise in Cowley Road and elsewhere in the City centre, especially in St Aldates and George Street, existing waiting and loading restrictions are regularly ignored. It will be necessary for an elevated level of enforcement to be applied if these restrictions are to have the effects intended.</p> <p>Notwithstanding these observations, Stagecoach offers no objection to these proposals.</p>
<p>(4) Business Development and Partnerships Manager, (Thames Travel Bus Company)</p>	<p><b>Support</b> – The plain is served by many buses per hour which is a key junction used by services to the east of the city. Vehicles loading, other than in the designated loading bays, can result in restricted traffic flow leading to delays to bus passengers. Measures to help traffic flow should help buses operate more reliably and so be more attractive to potential passengers and so help with the County’s targets to encourage a reduction in car movements. We therefore support these proposals.</p>
<p>(5) County Cllr, (Isis division)</p>	<p><b>Support</b> - I support the extension of no loading restrictions further along the adjoining roads to The Plain roundabout but remain concerned about the retention of the loading bays outside Sainsbury's and the shops between St Clement's and Cowley Road. These loading only bays are typically taken up by parked cars, forcing unloading LGVs and HGVs to park more dangerously. They also obstruct sight lines when approaching the roundabout from Magdalen Bridge, St Clement's and Cowley Road. Stricter enforcement and tighter operation times are required.</p>
<p>(6) Local Cllr, (Oxford, Argyle Street)</p>	<p><b>Support</b> - We know the Plain is extremely dangerous for pedestrians and cyclists, and limiting visibility through loading risks lives. There should not be loading.</p> <p>There should also not be loading bays outside Sainsburys or the wedding shop UNLESS these are blocked with bollards and used by the shops only. Currently people park in these spaces which daily risks others lives. There is nearby parking in St Clements car park, and neither the wedding shop nor penny &amp; Sinclair seem to really need loading. Although the space outside the wedding shop is shown as being just one loading space, it's frequently used by two cars to park. Please please don't leave these parking spaces - they are dangerous and unnecessary, other than the one outside Sainsburys for the shop to load and unload stock ONLY.</p>

<p>(7) Local Cllr, (Oxford, David Nicholls Close)</p>	<p><b>Support</b> - Anything that restricts parking on this junction is welcome as parking reduces / removes sightlines for road users and increases likelihood of a collision.</p> <p>I would prefer to see the loading on the east side of the junction completely removed but this is a good improvement.</p>
<p>(8) Magdalen College, (Oxford)</p>	<p><b>Concerns</b> – The College have a number of commercially tenanted properties on St Clement's who currently are able to carry out their business without restriction. These businesses are able to stop to unload/load goods for their business purposes which helps them to ultimately trade more efficiently without increased cost. By changing this area to 'no loading at any time' will result in them having to unload/load heavy goods elsewhere and find suitable means to move goods around, on what are narrow pavements. If this area becomes less accessible, this could have a detrimental impact on vacancy levels.</p> <p>Additionally, accessibility for the College to maintain and service their properties is paramount. With no unloading/loading provision for contractors carrying out repairs and maintenance, this also becomes a concern.</p> <p>Furthermore, given the number of commercial and residential properties in this location it is considered that three loading bays will not be sufficient for the capacity required by local businesses and residents.</p> <p>We politely request that the proposal is reviewed in line with the above concerns.</p>
<p>(9) Local group, (St Clements Business Group and the Oxford Business Action Group)</p>	<p><b>Object</b> – I represent the St Clements Business Group and the Oxford Business Action Group that includes the 54 businesses primarily located in St Clements and some in the lower end of the Cowley Road.</p> <p>Whilst I appreciate that the proposals shown only directly affect a small number of businesses on the roads above, these businesses require access for loading / unloading which, if these proposals are implemented, will cause the businesses to close and further reduce the range of shops in St Clements and a section of Cowley Road available to the public and, may in the longer term, affect all of the business's in the area's financial viability.</p> <p>Cllr Gant stated in a recent St Clements Business Group meeting that he is very aware of the St Clements issues and has been told very clearly that businesses in the area are already being significantly affected by the current restrictions i.e. very limited or no loading / unloading areas, cycle lanes, lack of parking and the increased congestion due to the Divinity Road &amp; Cowley LTNs. 2 shops have already closed in St Clements since the introduction of the</p>

	<p>LTNs and, to add to these issues, the introduction of the proposed restrictions may be the straw that breaks the camel's back.</p> <p>I would be grateful if you would register this email as a complaint against the proposal by OBAG that represents 1,000s of businesses in the Oxford area in general and the 54 businesses in the Plain area in particular.</p> <p>It is clear from the statements in the documentation provided that preference is being made solely for cyclists and that the Loading / Unloading restrictions are directly targeted at businesses, not residents, yet the council claims to consult businesses. In this instance it is like asking turkeys to vote for Christmas, as it is obvious from the wording that the proposal will go ahead and some of the businesses will cease to exist.</p> <p>Perhaps you could get your planners to directly contact the affected businesses (by my count, 12? off) before the consultation concludes and advise them where they can safely Load / Unload from the two designated Loading Bays to shop / pub, bearing in mind the loading bay outside of the Ballroom shop is continually occupied by customers or staff and the Sainsbury loading bay is used by customers! I'm really interested in e.g how beer barrels etc are going to be delivered / returned from the Cape of Good Hope; How equipment / furnishings are to be delivered etc . Perhaps your planners could let me know if, for some reason, they decide not to contact the shops directly.</p>
<p>(10) As a business, (Oxford, Cowley Road)</p>	<p><b>Object</b> – There is never a space on the roundabout lay bay loading place because they continuously park cars there, also with the big deliveries will be impossible to carry all the stuff.... We strongly object This is definitely going to affect my business</p>
<p>(11) Local resident/Member of public, (Oxford, Cowley Road)</p>	<p><b>Object</b> - I often need to unload my shopping to my freehold property, also a carer to an elderly lady who needs to be dropped off at the door as she can't walk from my parking in. Cowley Place . Have you thought about the students who are around here including my neighbours who's parents pick them up with a large car to bring them backwards and forwards . What about deliveroo / taxis and Amazon and other delivery's people need including taxis ? This is the area from Dawson St to the plain . Which will affect Cocos The Tribe and Tick Tock cafe too . Plus myself and the neighbours. It seems that the council are determined to make the lives of residents and businesses people to come to a standstill. Already we being affected by the closure of the side streets taking time off of what used to be quick access around this area . It took me 3/4 of hr to get from cross St to Cowley Place ! Outrageous. I'm asking you to think about this carefully.</p>

<p>(12) Local resident/Member of public, (Oxford, Iffley Road)</p>	<p><b>Object</b> - It's difficult to see on the map how far up the No loading ban extends. There are residential houses , businesses along those roads with absolutely no way of accessing services because they don't have rear access.</p>
<p>(13) Local resident/Member of public, (Oxford, Warneford Road)</p>	<p><b>Object</b> - I cycle daily around The Plain, both along St. Clements and the Cowley Road. The proposal will cause major dangers to cyclists and pedestrians because both loading zones obstruct visibility for cyclists and are a danger to pedestrians trying to cross. Coming from the city, cars loading outside Sainsbury's pose a threat to cyclists coming from Magdalen Bridge, e.g. zipping out in front of cyclists, opening doors without looking properly, etc.. The. proposed loading zone across the Plain adjacent Cowley Road is problematic too. Cars are already often parked poorly and obstruct the views of cyclists wanting to turn onto and pedestrians crossing Cowley Road. Banning loading outside the Cape of Good Hope on the Cowley Road will be very welcome. As a cyclist, the cycle lane is often blocked by deliveries in the mornings, forcing us into the car lane and putting us in more danger.</p>
<p>(14) Local resident/Member of public, (Oxford, Maidcroft Road)</p>	<p><b>Object</b> - These proposals leave the dangerous loading bays in place.</p>
<p>(15) Local resident/Member of public, (Oxford, Sunderland Avenue)</p>	<p><b>Object</b> - The loading area between St Clement's and the Cowley Road should be removed. This area is not only used for loading but by parents of nearby schools dropping off their kids. i was nearly taken out on my bike by a parent diving for a free spot in this area and cutting me off; luckily I survived. If the loading area must be retained then restrict hours to off peak times only e.g. 10 am to 4 pm only.</p>
<p>(16) Local resident/Member of public, (Oxford, Cowley Road)</p>	<p><b>Concerns</b> - There are more residential properties in this vicinity than business premises and it looks like its the residents who are going to suffer again.</p> <p>What provision is to be made for residents to receive deliveries to their homes eg Tesco, Sainsbury's, Amazon? What provision will there be if I want to use my car to pick up or drop off a bulky item at my home or transport an elderly relative to and from my door?</p> <p>Can you not introduce and enforce a strict delivery restrictions for the local businesses in the area - reducing the number of large vehicles being used to deliver one small box of produce would be a start. Perhaps the timing of deliveries could be looked at - including the Cape of Good Hope having their empties collected at 5.30am!</p>

	<p>I feel that there are more urgent matters to be addressed in relation to the safety of pedestrians and cyclists. Enforcing the no left turn restriction from Cowley Road to Iffley Road would be a good idea as this is now being ignored by an increasing number of drivers of both commercial and private vehicles.</p> <p>Enforcing the current restrictions in using the two loading bays on The Plain would also help with safety rather than them being used by people popping into Sainsburys and other business premises.</p> <p>Ensuring that cyclists take note of the give way markings at the junctions of St Clements, Cowley and Iffley Road with The Plain before another serious accident occurs should be high on the list.</p> <p>The enforcement of rule 64 of the highway code regarding cycling of the pavement would be welcome as would stopping electric scooters(both legal and illegal) doing the same</p> <p>I think some of these issues should be addressed before disrupting residents lives more than they already have been with the increased volume of traffic outside our homes - and the substantial increase in pollution levels that has come with it.</p>
<p>(17) Local resident/Member of public, (Oxford, Rymers Lane)</p>	<p><b>Concerns</b> - I support elements of this - changing all the stretches to "no loading at any time" makes sense and will eliminate risk areas for cyclists and pedestrians on the approach to The Plain . But I am disappointed to see the loading between St Clements and Cowley Rd has not been removed - this is constantly being used as parking and a) can cause sight line problems making the junction less safe for pedestrians and cyclists and b) causes additional car movements pulling in and out of the loading bay which again increases risk for vulnerable road users. Similarly with the 2 loading bays outside Sainsbury's. These are CONSTANTLY being parked on. This needs to be removed to allow only loading for deliveries to the supermarket but not parking for people hopping into the shop. I am disapointed to see these are retained in their current form as this was the first proposed "quick fix" to improve safety for vulnerable road users after the cyclist fatality.</p>
<p>(18) Local resident/Member of public, (Oxford, Boundary Brook Road)</p>	<p><b>Concerns</b> - I want there to be no loading at any time. The two bays that remain (outside the dress shop and Sainsbury's) present far too high a risk. I regularly cycle the Plain and see buses pull into the bays in front of unsuspecting cyclists. As far as I'm aware, the only busses that stop at the Plain are the Open Top bus tours. Frankly, the Queen Street stop is not far away, they should just use that instead.</p>

	<p>If you need more parking near the plain, may I recommend reopening Dawson St? Could make a great car park.</p> <p>NO LOADING AT ANYTIME ANYWHERE ON THE PLAIN</p>
(19) Local resident/Member of public, (Oxford, Princes Street)	<p><b>Concerns</b> - There are residents living on st clements and they need to be able to drop off or pick up in front of their houses.</p>
(20) Local resident/Member of public, (Oxford, Augustine Way)	<p><b>Concerns</b> - I support no loading at any time. I don't think these proposals go far enough: the loading bays need to be removed to improve visibility. I'd also like to know how the restrictions will be enforced: there's very little consistent enforcement of parking restrictions in other areas of the city.</p>
(21) Local resident/Member of public, (Oxford, Stratford Street)	<p><b>Concerns</b> - Absolutely no loading should be allowed anywhere around the roundabout, INCLUDING the North and East bays that are set to be retained under this plan. The East bays serve an estate agents and a clothes shop - why do these need loading bays? The North bay serves Sainsbury's - this should only be necessary for their once-a-day deliveries whereas all the bays are constantly full. Both sets of bays are used by Magdalen College School parents at pickup time to sit and wait for their children, which should not be allowed. They interrupt site lines for cyclists and pedestrians and should all entirely be removed.</p>
(22) Local resident/Member of public, (Oxford, Leafield Road)	<p><b>Concerns</b> - this does not address the issue of the loading bays being used as parking, with vehicles joining the roundabout from unexpected areas. There is also the issue of enforcement, nothing will change unless there is adequate enforcement</p>
(23) Local resident/Member of public, (Oxford, Argyle Street)	<p><b>Concerns</b> - As a long time user of the plains, as a cyclist and pedestrian, anything that can be done to make the experience safer and less scary is worthwhile.</p> <p>I am concerned that this does nothing about the marked loading spots, particularly the easterly one which is on the roundabout itself, right at the point where there is also the most concern from vehicles entering/exiting for St Clements/Cowley/Iffley Rds. This takes a lot of attention for cyclists sharing the roundabout with cars, and we can do without the additional issue of cars parking/pulling off. I'm not sure how we can have a roundabout usable comfortably by me cycling with children while this remains.</p>

<p>(24) Local resident/Member of public, (Oxford, Howard)</p>	<p><b>Concerns</b> - Vehicles clearly should not be stopping on a roundabout like this, or on its approaches, so the No Loading at Any Time restrictions are entirely appropriate.</p> <p>My concerns are with the failure to address the hazards created by the formal parking places on the roundabout. Parked vehicles outside Sainsburys have already seriously injured two people cycling (from STATS19 data) and though there are no reported injuries from parked vehicles on the east side, observation of that area for even a few hours makes it clear that vehicle movements onto and off those parking places are a hazard.</p> <p>Vehicles parked on the east of the roundabout also obscure visibility by pedestrians crossing Cowley Rd of motor traffic turning out of St Clements - in the case of child pedestrians or larger vehicles, pretty much completely - and presumably reciprocal visibility by drivers of those pedestrians. Traffic Signals Manual chapter 6 is pretty clear about this:</p> <p>15.5.2. Pedestrians should be able to see and be seen by approaching traffic. Different groups will have different requirements – for example, wheelchair users and children may be harder for a driver to see as they are lower in the landscape.</p> <p>15.5.3. Visibility should not be obscured or restricted by factors such as parked vehicles, trees or street furniture. Obstacles should be moved or removed wherever possible, especially if doing so enables a crossing to remain on the desire line.</p> <p>The current layout clearly does not meet these guidelines, so either the crossing should be moved or the parking should be removed.</p> <p>Proper enforcement of loading zones would also help to ameliorate these problems. At the moment, most of the people using the "loading only" parking spaces on the Plain are using them for quick shopping trips, not for any kind of loading.</p>
<p>(25) Local resident/Member of public, (Oxford, Southfield Park)</p>	<p><b>Concerns</b> - I support the extension of loading restrictions. In many cases, loading does not need to take place immediately outside premises. Loading is a danger to vulnerable road users because it involves unexpected vehicle movements and reduced visibility.</p>

	<p>The same applies to parking, as vehicles parking or moving off have to make unexpected movements on and off the pavement. In particular, large vehicles parked outside The Ballroom reduce visibility for pedestrians crossing Cowley Road. It is surprising that there are any parking spaces on a roundabout. These should be removed.</p>
<p>(26) Local resident/Member of public, (Oxford, Reliance Way)</p>	<p><b>Concerns</b> - Parking outside the ballroom causes more of a problem than loading especially with visibility. I support loading restrictions but parking should also be removed. My colleague died on the plain roundabout, parking should not come before lives.</p>
<p>(27) Local group, (Oxford Pedestrians Association)</p>	<p><b>Concerns</b> - Oxford Pedestrians Association would like the parking bay taken out and off the pavement in front of the shop as pedestrians cannot be seen by or see traffic coming round the corner onto Cowley Road from The Plain.</p>
<p>(28) Local resident/Member of public, (Oxford, Florence Park Road)</p>	<p><b>Concerns</b> - They will help reduce road danger (assuming the restrictions are regularly enforced), but are nowhere near enough to really address the problems here. Remove the short stay parking outside of the ballroom, enforce the loading only restriction outside Sainsbury's, and put double red lines on Magdalen Bridge.</p>
<p>(29) As a business, (Oxford, Cowley Place)</p>	<p><b>Concerns</b> - We broadly support the proposal, however would like to seek reassurance please that the coaches which MCS operates as home to school transport, and to transport pupils to and from matches, events etc. will still be able to load and unload as they do currently. We load / unload at the public bus stops on the Iffley Road, as well as outside Sainsburys and outside our Junior School opposite Sainsburys. Over 20% of our pupils use the school bus service, and we are aiming to increase this percentage with the launch of our new bus partnership with Headington School from September, in support of our Sustainability policy.</p>
<p>(30) Local group, (Cyclox)</p>	<p><b>Support</b> – Cyclox is the cycle campaign group for Oxford. We campaign to put cycling at the heart of Oxford's future. Our mission is to get more people cycling, more often, and more safely. We collaborate with key decision makers to put cycling on the public agenda; partner with active travel and low-carbon groups; and engage with the local community to inform, encourage, and support change. We welcome the opportunity to respond to these plans. We are broadly in support of the proposals - cars loading on or near the Plain regularly dangerously block cycle lanes, presenting serious dangers which must be a very significant concern in view of the number of serious accidents at the Plain</p>

	<p>We believe that no-loading zone extensions will be a great improvement, in reducing accidents and encouraging cycling and walking through a greater sense of safety. This is particularly helpful to keep the bollard protected bike lanes free. However, enforcement is crucial to the success of the scheme.</p> <p>We also note that the parking spaces to the East of the roundabout, including by private cars, is dangerous as vehicles here block visibility of pedestrians wanting to cross Cowley Road and can create extra visibility hurdles for anyone entering the roundabout from Cowley road, with large vehicles often hiding vehicles entering from St Clements. Our preference would be for these to also be removed. If this is not possible the parking spaces should be shortened and end at least 3 meters earlier before Cowley Road to prevent hiding pedestrians and awkward roundabout entry manoeuvres. Transport for London treat loading bays as being for commercial loading only – has this been considered here? We understand there is some parking available at the rear of the Emporium which might be used as an alternative.</p>
(31) Local resident/Member of public, (Oxford, Bullingdon Road)	<p><b>Support</b> - It is unsafe for cyclists and pedestrians to have HGVs and other vehicles load at these locations. It reduces visibility of and by cyclists and also pushes cyclists out of the cycle lane and into traffic. It is particularly dangerous for young children cycling with parents at this critical location for traversing the city.</p>
(32) Local resident/Member of public, (Oxford, Marston Ferry Road)	<p><b>Support</b> - Cycle safety</p>
(33) Local resident/Member of public, (Oxford, Marshall Road)	<p><b>Support</b> - I'm in favour of anything that improves the safety of the Plain.</p>
(34) As part of a group/organisation, (Oxford, Carfax)	<p><b>Support</b> - Greater parking restrictions around The Plain will help buses as well as cyclists.</p>
(35) Local resident/Member of public, (Oxford, Church Cowley Road)	<p><b>Support</b> - You are correct to prevent loading and unloading on this busy roundabout, especially in the newly-painted cycle lanes that HGV drivers continue to ignore.</p> <p>But this proposal does nothing about the parking bays that are still inexplicably present on the pavement between St Clements and Cowley Road. They lead to reduced visibility when entering from Cowley Road, take away space from pedestrians, and reinforce the idea that parking on the pavement beside double-yellows is somehow acceptable.</p>

(36) Local resident/Member of public, (Cowley, Church Cowley Road)	<b>Support</b> - its a dangerous and congested roundabout - anything that can be done to improve safety and traffic flow is welcome
(37) Local resident/Member of public, (Oxford, Colemans Hill)	<b>Support</b> - I cycle to work. Cars stopped on the north side of St Clements Street, particularly taxis at the ATM, block the cycle lane and force me into the narrow main traffic lane. Cars clearly aren't expecting this and end up passing very closely. The proposed restrictions would eliminate this danger, but continue to provide two locations to pick up/drop off people or goods.
(38) Local resident/Member of public, (Oxford, Norreya Avenue)	<b>Support</b> - Cars, vans and lorries parked at the side of the road make the Plain an even more dangerous roundabout than it already is. They significantly reduce visibility and space for cyclists and other vulnerable road users
(39) Local resident/Member of public, (Oxford, Cowley Road)	<b>Support</b> - I live on Cowley Road in very close proximity to the Plain roundabout. I feel that stopped HGVs and delivery lorries that use Cowley Road for deliveries and loading creates a safety hazard. HGVs frequently (multiple times per day) stop in Cowley Road, blocking the cycle lane and part of the roadway itself. Given the somewhat blind bend coming into Cowley road from the Plain there is high potential for an accident. I have also seen an HGV park inside the protective cycle lane bollards when making a delivery to the Cape of Good Hope pub. Furthermore as a resident, I don't believe that HGVs should be allowed to park literally on my doorstep, blocking my door and windows whenever they please. I fully support this proposal in the interest of safety for drivers, cyclists, and pedestrians.
(40) Local resident/Member of public, (Oxford, Boundary Brook Road)	<b>Support</b> - I support the proposal because it will make cycling around this dangerous roundabout a little safer.
(41) Local resident/Member of public, (Oxford, Stratford Street)	<b>Support</b> - I support removing the loading zones to improve visibility around the plain. I am a cyclist and regularly cannot see traffic due to vehicles parked in these bays.
(42) Local resident/Member of	<b>Support</b> - Safer for cyclists

public, (Oxford, Alice Smith Square)	
(43) Local resident/Member of public, (Oxford, Beresford Place)	<p><b>Support</b> - I cycle through the Plain at least twice daily and cars loading on or nearby the plain have been dangerously blocking cycle lanes at a pinch point which poses serious dangers considering the amount of accidents had on the Plain and also considerably slows down traffic. No loading zone extensions will be a great improvement and reduce accidents and encourage cycling and walking. This is particularly helpful to keep the bollard protected bike lanes free. Please do go ahead with this improvement and ensure it is enforced.</p> <p>Furthermore, the parking spaces to the East of the roundabout are dangerous as they block visibility of pedestrians wanting to cross Cowley road and can add extra visibility hurdles for anyone entering the roundabout from Cowley road, with large vehicles often hiding vehicles entering from St Clements. Preferably these would also be removed but as a compromise the parking spaces should be shortened and end at least 3 meters earlier before Cowley road to prevent hiding pedestrians and awkward roundabout entry manoeuvres.</p>
(44) Local resident/Member of public, (Oxford, Beresford Place)	<p><b>Support</b> - I think road safety is vital to fulfill the Vision Zero strategy. Loading is very dangerous.</p>
(45) Local resident/Member of public, (Oxford, Percy Street)	<p><b>Support</b> - Far too dangerous for cyclists and pedestrians to have vehicles loading</p>
(46) Local resident/Member of public, (Oxford, Marston Street)	<p><b>Support</b> - I cycle across the plain sometimes several times per day. It remains a dangerous roundabout without serious support for cyclists. Anything like this that can be done is helpful. Ultimately we need bus gates on St Clement's I think.</p>
(47) Local resident/Member of public, (Oxford, Badger's Walk)	<p><b>Support</b> - I want the Plain to be safer for cyclists. I also this the bays outside Sainsbury's and the Ballroom should be removed or bollarded for loading only access to stop illegal parking.</p>
(48) Local resident/Member of	<p><b>Support</b> - For the safety of pedestrians and cyclists.</p>

public, (Adderbury, Round Close Road)	
(49) Local resident/Member of public, (Oxford, Iffley Road)	<b>No opinion</b> - I'm not sure if this is addressing the real issues with the plain roundabout. The biggest issues I see are cars pulling out in front of cyclists, cars moving lanes in front of cyclists, and general confusion with the mix-up of different streams of traffic.