

Divisions affected: *Iffley Fields & St Mary's*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**23 JANUARY 2025**

### **OXFORD: HOWARD STREET – PROPOSED AMENDMENT TO RESIDENTS PARKING PLACES**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of new 'No Waiting at Any Time' parking restrictions (double yellow lines) on Howard Street in place of approximately 5 metres of 'Permit Holders only' parking, as advertised.**

#### **Executive Summary**

1. This report presents responses received to a statutory consultation on proposals to introduce new 'No Waiting at Any Time' (double yellow lines) parking restrictions on Howard Street in place of approximately 5 metres of 'Permit Holders only' parking (approx. 1 space) adjacent to No.24, as shown in **Annex 1**.
2. The proposals - which follow additional local consultation with residents - will help facilitate the removal of the existing pedestrian barriers at the pedestrian/cycle link between Boundary Brook Road & Howard Street (informally known as Flower Lane) to help ensure adequate visibility between cyclists entering Howard Street and other vehicles.
3. The updated proposal have been put forward as a result of the deferral of a final decision on a scheme at the March 2024 CMD decisions meeting, in order to allow for further engagement with residents with regards to the loss of parking provision.

#### **Financial Implications**

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Accessibility & Road Safety budget.

## Legal Implications

5. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.
6. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

*Comments checked by:*

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## Equality and Inclusion Implications

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

## Sustainability Implications

8. The proposals seek to provide a more convenient and direct routes for cyclists.

## Informal Consultation

9. Informal consultation for the proposed road hump extension was carried out between 08 August and 02 September 2024. Emails were sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, countywide transport / access & disabled peoples user groups, the local County Councillor representing the Iffley Fields and St Mary's division and residents directly affected, as shown in **Annex 3**.
10. A total of 18 responses were received, 8 objections to the proposal and 9 supporting the proposal and 1 no objection.

## Officer Response

11. Thames Valley Police did not object to the proposals.
12. Expressions of support for the proposal was received from a local Oxford City Councillor in expressing support for the proposed road hump extension to facilitate access for pedestrians.

13. The remaining responses (16) were from members of the public, being residents. While a slight majority of these responses were objections on the loss of two residents parking places given the parking pressure in the area and secondly safety concerns in respect of the proposed removal of the guard railing and the risk that pedal cyclists might travel at speed both along Flower Lane and also across the Howard Street footway and into Howard Street, posing a risk to pedestrians in particular but also leading to a risk of collisions between cyclists and motor vehicles.
14. Only two of the objections referred directly to the road hump extension.
15. On the safety concerns, the removal of the guard railing will of course (as this is one of the prime objectives of the scheme) allow cyclists to move more freely to and from Howard Street and Flower Lane than at present. Although this is unlikely to appreciably affect their speed on Flower Lane itself (which it should be noted is not formally a cycle track but has long established use by cyclists) it is accepted that in the absence of mitigating measures the potential for conflict with pedestrians walking on the southern footway of Howard Street could increase.
16. The cycle rack and associated on carriageway bollards is introduced to mitigate these risks, noting that there is a reasonably good view available between cyclists crossing the footway from Flower Lane and pedestrians using the footway. Even though to install the cycle rack would require the loss of two parking spaces.
17. The proposed road hump provides a safer crossing point especially for those who require mobility assistance with carers and provides a flush link with the existing footway network plus elevated, increasing the pedestrian presence while crossing Howard Street.

## **Formal Consultation**

18. Formal consultation was carried out between 14 November and 13 December 2024. 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, Oxford City Council, local City Cllr's, and the local County Councillor representing the Iffley Fields & St Mary's division.
19. Letters were also sent to approx. 105 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
20. 79 responses were received during the public consultation, with 12 objections (15%), 59 in support (75%), and six partially supporting/raising concerns (8%), and two non-objections (2%).

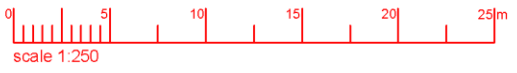
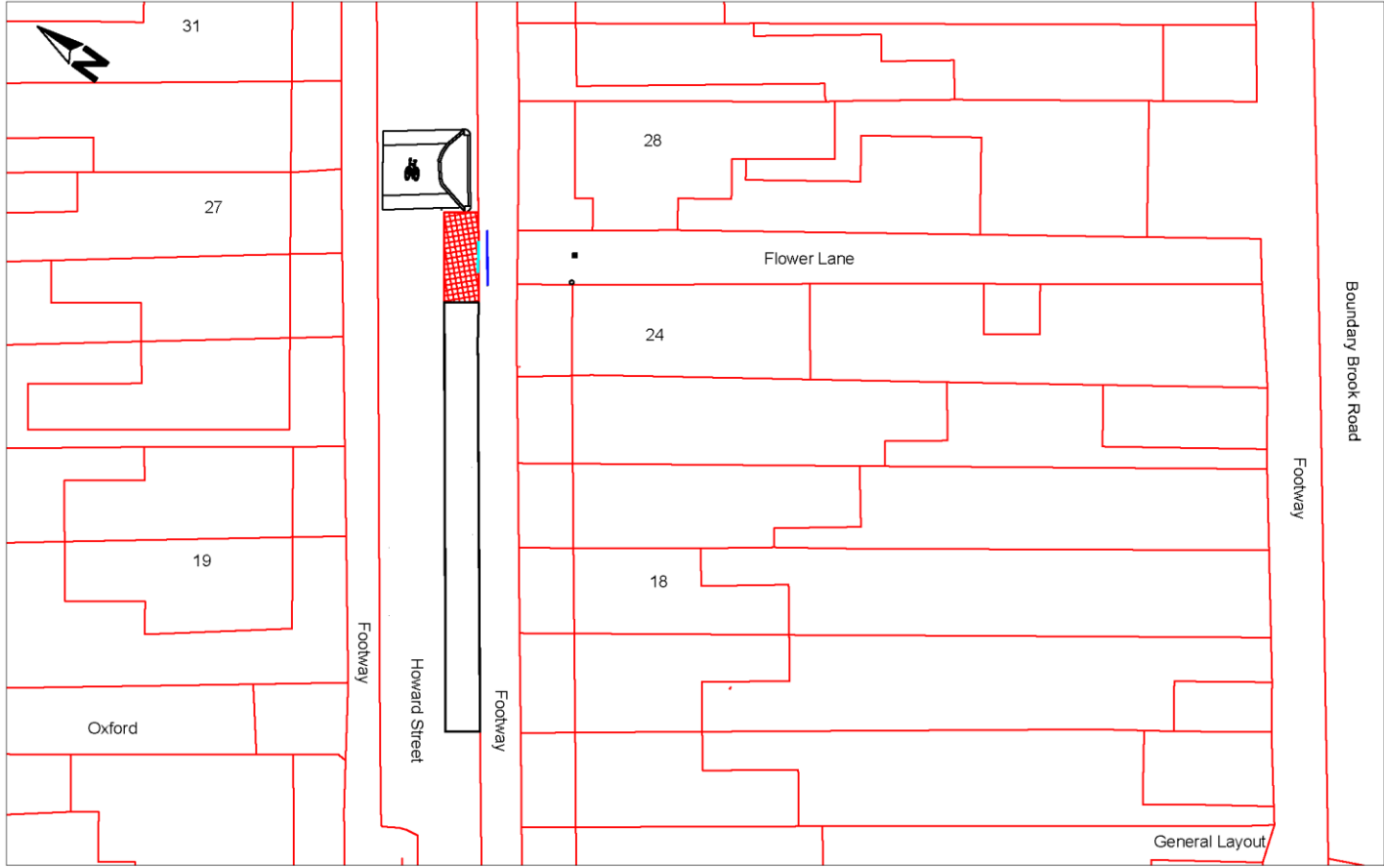
21. The County Cllr responsible for the Iffley Fields & St Mary's division also confirmed their support for the proposals.
22. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

## **Officer Response to Objections/Concerns**

23. Thames Valley Police did not object to the proposals.
24. On the safety concerns, the removal of the guard railing will of course (as this is one of the prime objectives of the scheme) allow cyclists to move to and from Howard Street and Flower Lane more freely than at present.
25. The proposed separation of the cyclists and pedestrians by the installation of the uncontrolled pedestrian crossing point designated by the tactile paving and the road markings on the footway to guide the cyclists within the limitation of the flat top of the proposed extended road hump. Although this is unlikely to appreciably affect their speed on Flower Lane itself (which it should be noted is not formally a cycle track but has long established use by cyclists) the absence of mitigating measures the potential for conflict with pedestrians walking on the southern footway of Howard Street is reduced, as shown in **Annex 4**
26. The elevation by the raised flat top road hump increases visibility of all road users which increases the safety for all road users within the 20mph traffic speed regulation. The impact of the current on street parking in the area is limited to a loss of one car parking space. This will unfortunately marginally increase the pressure on the already limited on street parking in the locality for deliveries, visitors and residents but is kept to the minimum necessary. Regular enforcement of the no waiting parking restrictions will discourage indiscriminate unlawful parking at this location.
27. The proposed layout results in a decluttered area for all types of footway users to safely use and provides an appeasing environment. The introduction of physical measures such as additional bollards or traffic road signs is avoided as such measures tend benefit one type of footway user at the detriment of another type of road user and have a detrimental environmental impact.
28. There is no physical measure that can influence either way on the movement of mopeds or similar that is not already being experienced at this location. The concern of increased usage of mopeds or similar is thought to be unlikely without the pedestrian rail and on street parking. The removal of the pedestrian barrier and a single car parking space will not exacerbate the current situation.
29. The February 2024 public formal consultation and CMD decision in March 2024 to defer their decision granted an opportunity to provide further detail on the proposed measures being considered.



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Drawing No. \_\_\_\_\_

**Notes**

- Proposed No Waiting at Any Time parking restriction in place of existing residents only parking.
- Existing residents only parking places to remain.
- Proposed removal of existing pedestrian barrier.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

**CONSTRUCTION**

**MAINTENANCE/CLEANING**

**DECOMMISSIONING/DEMOLITION**

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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 Oxford City  
 Howard Street and Flower Lane

**Drawing title**  
 Proposed Amendments  
 To Residents Only Parking Places

**Drawing Status**  
 Consultation

Scale @ A3	Drawn by	Checked by	Approved by
1:500	RGr		
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref \_\_\_\_\_

Drawing No.	Revision

## ANNEX 2

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<b>No objection</b> – Again there are no problems here from a bus operational perspective. This all looks eminently sensible, in the round. No objection on our part.
(80) Local County Cllr, (Iffley Fields & St Mary's division)	<b>Support</b> – very much in favour.
(3) Local group/organisation, (Cyclox)	<p><b>Support</b> – Cyclox support removal of the existing pedestrian barriers at the pedestrian/cycle link between Boundary Brook Road &amp; Howard Street to help ensure adequate visibility between cyclists entering Howard Street and other vehicles. This would further cycle route connections in the local area.</p> <p>We have a concern that drivers may continue to park there on the double yellow lines out of hours if no other parking spaces are available, so we ask that some street furniture (bollard/planter/litter bin with or without a kerb build out) is placed in the road at the south end of the double yellow lines.</p>
(4) Local resident, (Oxford, Howard Street)	<p><b>Object</b> – I am writing to you concerning the proposed changes to parking on Howard Street. Myself and the other tenants of my home have discussed the letter and we all feel that if the barriers are removed then cyclists may be encouraged to whiz through the gap and move even faster down Flower Lane, which is often used by people with prams, mobility aid users, dog walkers, children, etc.</p> <p>Additionally, the removal of a parking space would be detrimental to the car users on our street, as it is already a struggle to find parking, with members of my household often needing to park much further away than they would like.</p>

<p>(5) Local resident, (Oxford, Howard Street)</p>	<p><b>Object</b> – I was very disappointed that these changes only seem to address the parking issues and not the health and safety concerns that I outlined in a previous letter.</p> <p>I am not sure whether officers have made a site visit to look at the crossing point, but would urge you to do so at the end of the school day between 3.15 and 3.30 so that you can see the extent of the risk to small children who, without the barrier will cycle straight out onto Howard Street and into the path of ongoing traffic.</p> <p>In addition, I informed your department of the 2 two blind and 1 partially sighted residents, who daily walk along Howard Street to the Coop.</p> <p>At the moment, the barrier acts to slow down cyclists, but without it, they will be travelling at some speed when they cross the footpath putting all pedestrians, but particularly the young, old and disabled at considerable risk. I am retired and understand your priority is to re-create the environment for the benefit of cyclists and working age people, but there are also costs in terms of people's access and safety to be considered.</p> <p>As the barrier does not stop cyclists from accessing Howard Street, just slows them down, I don't understand why this change is needed. The exception to this are the cargo bikes which are too large to make the turn around the barrier. However, these bikes are also too large to be cycling down Flower Lane. Community members have spent a considerable amount of time, money and care to create a pleasant walkway for local families and children and the newly designated cycleway is principally to allow those passing through the area, to go more quickly which is incompatible with our vision for our community.</p> <p>If this plan is to go ahead, it is imperative that you erect warning signs for pedestrians on either side of the entrance to Flower Lane which include something tactile for the blind residents so that they do not walk into the path of oncoming cyclists.</p> <p>I am planning to cross over the road before I reach Flower Lane, so that I am not at risk and would suggest that there could be a pedestrian crossing point on either side of the Lane to ensure pedestrian safety. I really do urge you or one of your officers to come and have a look before you go ahead with your scheme.</p>
<p>(6) Local resident, (Oxford, Howard Street)</p>	<p><b>Object</b> – Up to now I was not too concerned about this, until recently I arranged for someone to come and service my boiler.</p>



	<p>They phoned after they were due to arrive to say that they had driven round the block three times and found no parking spaces. They had also tried to park in the Boundry Brook area but said there were new parking restrictions in that area, and could not park there, so they would be unable to come and carry out the service on my bioler. Since then I have noticed that people carrying out jobs in this road quite often have to resort to parking on the pavement.</p> <p>All this has made me feel that loosing even one parking space can cause alot of probems in an area where it is already difficult to find a parking space. So I'm afraid I object to the proposed parking restriction amendments in Howard Street.</p>
(7) Local resident, (Oxford, Howard Street)	<p><b>Object</b> – I would like to re-emphasize my objection to the removal of the barrier at the Howard Street end of Flower Lane as well as one parking space.</p> <p>While most cyclists are considerate and watchful, some are not, and come racing along Flower Lane, slowed down only by the barrier and parked cars. Once those are removed the Lane will become a cycle path and no longer a pedestrian or shared passage. I don't understand why cyclists should be given preference over pedestrians. I fear for the small children coming along Howard Street, walking, running or cycling on small bicycles and scooters.</p> <p>I don't agree with the Council's proposal at all.</p>
(8) Local resident, (East Oxford, Iffley)	<p><b>Object</b> – Over 600 parking spaces were removed in East Oxford as part of the Quickways and CPZ have been expanding. This is making it difficult for visitors and residents to park. Please stop restricting and removing parking spaces in East Oxford.</p>
(9) Member of public, (Kidlington, Osborne Close)	<p><b>Object</b> – Further restricitons are not needed, it will damage retail again!</p>
(10) Local resident, (Oxford, Howard Street)	<p><b>Object</b> – I am not convinced at all that proposed changes will increase the safety of pedestrians and cyclists can use alternative routes. On top of that parking situation has been difficult lately and that should be taken into account. I am a cyclist myself but we should consider safety and convenience of all users of public spaces and do not always put bikes first.</p>

<p>(11) Local resident, (Oxford, Howard Street)</p>	<p><b>Object</b> – There is a general shortage of parking on Howard Street, and I strongly disagree that the proposed alterations will improve safety for pedestrians and cyclists. To the contrary, I believe the proposed removal of the pedestrian barrier and introduction of a cycle lane crossing the pavement will in fact increase the speed of cyclists using this route, act to encourage cycle couriers, electric bike traffic, motorbikes and cargo bikes to use this route as a shortcut, with the impact of endangering pedestrians using the pavement. There are plenty of alternative route for cycle traffic, and maintaining this as 'a walk' as it was intended will continue to encourage cyclists to slow and dismount as they exit the walk onto Howard Street, ensuring that pedestrians can use the pavement safely.</p>
<p>(12) Local resident, (Oxford, Howard Street)</p>	<p><b>Object</b> – I think what is proposed is highly dangerous to pedestrians. There is at least one blind person who walks up Howard Street on that pavement and past flower lane and free entry to cyclists from flower lane to the road would enable them to speed across the pavement into the road, with the danger of hitting a pedestrian, especially a blind one who would not be aware of them approaching. They would also present a collision danger to disabled people who use buggies and travel around on their own. The present arrangement of a metal barrier blocking their way means that any cyclists coming onto Howard Street from Flower Lane have to slow down considerably or even stop and get off their bikes to go right or left to reach the road. We already have enough problems with cyclists totally ignoring pedestrians when cycling on the pavements without adding another danger. As an elderly person with mobility problems, I am not able to jump out of the way of a cyclist posing a danger to me.</p>
<p>(13) Local resident, (Oxford, Howard Street)</p>	<p><b>Object</b> – There is already a very limited supply of parking on Howard Street for local residents; the removal of a further space will only exacerbate this problem. Given the introduction of the LTN in the area (a very good idea) there is no through traffic passing down Howard Street, only local residents, trades people, and visitors all travelling at low speed. The current situation works perfectly well for cyclists joining Howard Street from Flower Lane.</p>
<p>(14) Local resident, (Oxford, Howard Street)</p>	<p><b>Object</b> – Parking in Howard Street is already limited since the introduction of the CPZ in Boundary Brook Road, preventing residents from parking in what is now an empty stretch of Boundary Brook Road. Delivery vans etc are often parked up onto the pavement, making it difficult for pedestrians to walk safely.</p>
<p>(15) Local resident, (Oxford, Howard Street)</p>	<p><b>Partially support</b> – We would rather keep the barrier, or replace it with something similar to make sure people exiting Flower lane will take time to observe the situation. We think that's safer for pedestrians and cyclists travelling on Howard Street.</p>

(16) Local resident, (Oxford, Florence Park Road)	<b>Partially support</b> – Why have you shortened the DYs? You've saved one parking space at the expense of cyclist and pedestrian visibility. I love Andrew Gant but this was a daft decision that has delayed what should have been a 'quick win', and cost more in consultation costs than it will cost to implement the changes. Cllr Gant seems to use these kinds of changes to acquiesce to the public perception that he doesn't listen to consultations. Well it's just wasted everyone's time.
(17) Local resident, (Oxford, Cricket Road)	<b>Partially support</b> – I think that this would be good for access to flower lane for cyclists going to Larkrise school. I worry about taking 5 spaces away from a street with already pretty minimal parking, which is always at capacity.
(18) Local resident, (Oxford, Howard Street)	<b>Partially support</b> – I support this in principle, BUT this doesn't seem to address the concern that making Flower Lane more accessible for cyclists will also inevitably increase the number of mopeds using the passageway as a shortcut. This will counter all measures to improve the safety around access. It will happen and the council would do well to consider preemptive measures to prevent this from happening. Nor does it address Howard Street residents' concerns around removing a vital parking space where parking is already extremely difficult.
(19) Local resident, (Oxford, Howard Street)	<p><b>Concerns</b> – To put this response into context, I was at the council meeting at which these proposals were discussed. I spoke at the meeting.</p> <p>During the discussion that followed, every person present agreed that removing the barrier would increase the risk to pedestrians. My understanding was that one of the reasons the decision was deferred was to investigate ways of mitigating that risk.</p> <p>Reading the proposals, I am incredulous. There is not a single mention of pedestrians, despite the fact that this is a shared pathway. Also in view of the fact that risk to pedestrians was discussed at the meeting.</p> <p>Giving cyclists-and electric scooters etc-direct access to the road with nothing to limit their speed is putting pedestrians in danger. At least one of the pedestrians who regularly uses that stretch of pavement is blind.</p>

	<p>As a pedestrian, I feel that safe walking spaces in my city are gradually disappearing. The towpath is no longer a safe place to walk, nor the park or the pathway from the Health Centre.</p> <p>This proposal means that even the stretch of road from my house to the Co-op would become more dangerous, particularly to the visually impaired, the elderly and small children.</p> <p>I find it difficult to understand why the needs of one group of people should so far outweigh the safety of another, who in fact have priority in the Highway Code.</p> <p>I would be very interested to know at what point safety to pedestrians was taken off the agenda, because it was definitely an issue at the meeting.</p> <p>There has been so much hard work put into making Flower Lane a pleasant place to walk, that it deserves special consideration for that alone.</p> <p>As regards the parking issues, I can only reiterate what so many people have already said, I am sure. Space in Howard Street is limited, yet there is an empty stretch of road behind the South side of Howard Street on Boundary Brook Road. Our visitors are not even allowed two hour parking in Boundary Brook Road, nor are we allowed visitor permits for that stretch of road. I still fail to understand why East Oxford has been singled out for such punitive parking restrictions, when you look at the situation in other parts of the city.</p> <p>I would be very interested to know the reason why mitigating risk to pedestrians is no longer an issue and look forward to hearing from you.</p>
(20) Local resident, (Oxford, Howard Street)	<p><b>Concerns</b> – my property backs on to Boundary Brook Rd where I have a garage. I cycle most places in town. I'm on my bike practically every day, and I use Flower Lane a lot. I am all in favour of having better access to Howard St with reservations. I'm not sure whether many cyclists will give due consideration to people walking along Howard St, especially people with restricted sight. I know two people along the street, one blind, one with very restricted sight. There are also many elderly people who use the street. Deliveroo riders will almost certainly use Flower Lane as a short cut. I hope my reservations don't come to pass</p>
(21) Local group/organisation,	<p><b>Support</b> – Flower Lane has become a valuable route for people walking and cycling between Howard Street and Boundary Brook Road, including many parents and children travelling to Larkrise School. As noted in the Chief</p>

<p>(Oxfordshire Cycling Network)</p>	<p>Medical Officer's annual report 2024: health in cities, Recommendations for urban policy makers: "Changing the environment changes behaviour, so city planners need to reallocate road space away from cars and towards other more efficient and less polluting forms of transport."</p> <p>The removal of the barriers, which this removal of a single parking space would enable, would facilitate trips on Flower Lane and encourage more healthy and low pollution journeys. It would also improve movement along the pavement. In addition, we suggest that there should be a raised table crossing of Howard Street at this point, to aid pedestrian crossing, particularly for wheelchair users, and for those with pushchairs, shopping trolleys, etc., and to act as traffic calming. (Second best would be paired dropped kerbs.)</p>
<p>(22) Local resident, (Cowley, Church Cowley Road)</p>	<p><b>Support</b> – I've responded to at least one previous version of this consultation. Surely there have been enough now? Please just remove the barrier and let us get on with our lives. This is an essential traffic-free route between Howard St etc. and Boundary Brook Road, including Larkrise Primary School and Florence Park. It's such a small sacrifice (one parking space) for such enormous gain. It was a travesty that it was blocked up in the first place, in the name of giving up public space to private cars at a time when it was deemed essential to maximise the ease of car movements along Howard St. Please open it back up and let us use the existing dropped curb. It's really not much to ask.</p>
<p>(23) Local resident, (Cowley, Rymers Lane)</p>	<p><b>Support</b> – I live locally to Howard Street and walk or cycle my children to school and activities using the Flower Lane cut through. Introducing 'no waiting at any time' will make it much safer for pedestrians and cyclists using Howard Street</p>
<p>(24) Local resident, (Oxford, Campbell Road)</p>	<p><b>Support</b> – I use this route regularly with my children on bikes and it would significantly improve the ease of access and safety when entering/exiting Howard street from the foot path. At the moment the gap is extremely narrow which makes it tricky to navigate on a bike and means the children are on the pavement for longer than necessary. It's also not easy to see when dropping down onto the road, which makes it less safe when navigating with the kids.</p>
<p>(25) Local resident, (Oxford, Campbell Road)</p>	<p><b>Support</b> – Because it's risky for bikes</p>

<p>(26) Local resident, (Oxford, Badger's Walk)</p>	<p><b>Support</b> – This is an important active travel route, especially for children to Larkrise and Meadow Lane park. Please put a raised crossing in Howard St as well to support walking and wheeling and remove the barrier at the end of Flower Lane.</p>
<p>(27) Local resident, (Oxford, Boundary Brook Road)</p>	<p><b>Support</b> – I live on Boundary Brook Rd and the parking there makes cycling down Flower Lane onto Howard St very hazardous. The visibility is dreadful, and it is exceedingly difficult to manoeuvre with a cargo bike (so when I'm cycling a cargo bike I usually am forced onto Iffley Rd rather than through the LTNs). This is a primary route for lots of school children going to Larkrise, and is also an excellent route to connect St Marys LTN with the Florence Park LTN. Losing a few parking spaces to aid active travel seems very sensible. Parking is not a right, and it is the responsibility of the council to make the roads as safe as possible, this will help that.</p>
<p>(28) Local resident, (Oxford, Boundary Brook Road)</p>	<p><b>Support</b> – To make safer access to the lane from and to Howard Street</p>
<p>(29) Local resident, (Oxford, Campbell Road)</p>	<p><b>Support</b> – I regularly use the flower lane path to cycle to and from Howard st with my children. This will avoid cycling along the pavement to join the road.</p>
<p>(30) Local resident, (Oxford, Campbell Road)</p>	<p><b>Support</b> – It will improve visibility and safety for locals, including kids going to Larkrise.</p>
<p>(31) Local resident, (Oxford, Church Cowley Road)</p>	<p><b>Support</b> – I often use Flower Lane as a safe cycle route from Florence Park towards Magdalen Road, etc.. I know many others do too. Dismounting and lifting over the kerb is difficult with a child on the back of the bike. I don't think there is any elevated risk to pedestrians, since people cycle this way already. I think it just makes sense, especially since the metal barrier is set on top of a pre-existing dropped kerb, so this must have been the intended use for Flower Lane at some point in the past.</p>
<p>(32) Local resident, (Oxford, Church Hill Road)</p>	<p><b>Support</b> – my children regularly cycle on this road</p>

<p>(33) Local resident, (Oxford, Cornwallis Road)</p>	<p><b>Support</b> – This is an important cycling route for us with our toddler. This change would make this route safer and easier to navigate.</p>
<p>(34) Local resident, (Oxford, Courtland Road)</p>	<p><b>Support</b> – This is a really useful route for active travel to/ from the cricket road allotments and between Cowley Road and iffley. It's fairly widely used by cyclists already but the setup is inconvenient and unsafe</p>
<p>(35) Local resident, (Oxford, George Moore Close)</p>	<p><b>Support</b> – As both a pedestrian and cyclist, Flower Lane is a vital and wonderful gateway for the Boundary Brook estate. But the area where it emerges onto Howard Street is crowded and difficult to access. Removing parking and putting in a drop kerb would make it much safer and easier to use.</p>
<p>(36) Local resident, (Oxford, George Moore Close)</p>	<p><b>Support</b> – Removing the barriers and parking here (and also providing some element of dropped curb? Please?!) would make this junction so much safer for me as I cycle to work. I am hugely supportive of this proposal I think it can only make local kids coming to and from school safer and more confident</p>
<p>(37) Local resident, (Oxford, Glanville Road)</p>	<p><b>Support</b> – This is a cheap and relatively undistruptive way of filling a notable missing link in the local active travel network. This should happen without further delay.</p>
<p>(38) Local resident, (Oxford, Glanville Road)</p>	<p><b>Support</b> – Howard Street is a vital active travel route, currently impaired by an excess of parked or waiting vehicles.</p>
<p>(39) Local resident, (Oxford, Hertford Street)</p>	<p><b>Support</b> – I think it will be safer for kids</p>
<p>(40) Local resident, (Oxford, Hill Top Road)</p>	<p><b>Support</b> – This is a good idea</p>

<p>(41) Local resident, (Oxford, Howard Street)</p>	<p><b>Support</b> – I fully support this proposal to have less car parking spaces on Howard St. Currently it is unsafe for cyclists to go between Howard Street, Flower Lane and Boundary Brook Road. It would be fantastic if there was better facilities for cyclists to enter Howard Street, including the removal of the metal barriers.</p>
<p>(42) Local resident, (Oxford, Howard Street)</p>	<p><b>Support</b> – Please make cycling via flower lane easier for locals ( I live on the street)</p>
<p>(43) Local resident, (Oxford, Hurst Street)</p>	<p><b>Support</b> – This would be a huge improvement for cycling to and from Florence Park and the Oxford City Farm, which we often do with our kids. I sometimes tow a bike trailer and it would be so helpful to be able to access Flower Lane directly from Howard Street, rather than hopping off and pulling the trailer onto the pavement (potentially getting in the way of pedestrians). I'm sure this would be a huge improvement for children cycling to and from Larkrise Primary School as well.</p>
<p>(44) Local resident, (Oxford, Lytton)</p>	<p><b>Support</b> – To ease safe cycle route</p>
<p>(45) Local resident, (Oxford, Magdalen Road)</p>	<p><b>Support</b> – YES OMG I HAVE WANTED THIS TO HAPPEN FOR ABOUT 10 YEARS</p>
<p>(46) Local resident, (Oxford, Maidcroft Road)</p>	<p><b>Support</b> – This is an important active travel route, and implementing this proposal will increase safety.</p>
<p>(47) Local resident, (Oxford, Maidcroft Road)</p>	<p><b>Support</b> – This is an important route for Walking/Wheeling and Cycling.</p>
<p>(48) Local resident, (Oxford, Marston Street)</p>	<p><b>Support</b> – This would be helpful - I often cycle through here to our friends in Boundary Book Road, and come through here with the pram when walking. Good to be seen more easily.</p>



<p>(49) Local resident, (Oxford, Maywood Road)</p>	<p><b>Support</b> – Howard Street has become all the more important as a quiet cycle route since the introduction of the LTNs, and at present visibility and accessibility for cyclists joining and leaving it via Flower Lane is poor. Moreover, the barrier forces people on bicycles to take an awkward and narrow detour that puts them into unnecessary conflict with pedestrians, especially during school pick-up and drop-off times. It also induces conflict between the resident of an adjacent property, who sometimes is forced to park by others who take an assigned disabled parking spot in the way of the inadequate bit of cement that cyclists use to access the pavement at that point.</p>
<p>(50) Member of public, (Oxford, Monmouth Road)</p>	<p><b>Support</b> – Removing this *single parking space* will significantly improve active an important active travel route to Larkrise School. Currently the barrier forces children cycling to school and pedestrians into each other's paths.</p>
<p>(51) Member of public, (Oxford, Monmouth Road)</p>	<p><b>Support</b> – Flower Lane is an important walking and cycling route for children going to Larkrise School. This would significantly reduce conflict between pedestrians and cyclists trying to get through Flower Lane.</p>
<p>(52) Local resident, (Oxford, Morrell Avenue)</p>	<p><b>Support</b> – Our cycle to and from school will. Be far safer with the proposed improvements. Safer for us. Safer for pedestrians and for other cyclists. May I also thank you for the changes you have already made. The LTNs have made it possible for our family to cycle and only extremely rarely use our car in the city.</p>
<p>(53) Local resident, (Oxford, Rymers Lane)</p>	<p><b>Support</b> – Flower Lane is an important local route for cycling, scooting and walking, especially for the school run and routes to the park and other important local destinations. The fencing creates an unnecessary barrier, it is almost impossible for people using bicycle trailers, cargo bikes or adapted bikes to properly access Flower Lane via Howard Street, and it forces cyclists to use the pavement unnecessarily, creating potential conflict with pedestrians.</p>
<p>(54) Local resident, (Oxford, Rymers Lane)</p>	<p><b>Support</b> – We are fortunate to have the problem of "too many people doing the school run by cycle and walking". As such we need to address the bottlenecks and hazards that spring up when we achieve such impressive mode-shift. This is one of those hazards and plainly needs addressing. Thank you.</p>
<p>(55) Local resident, (Oxford, Silver Road)</p>	<p><b>Support</b> – it forms part of our school run and will enable safer and easier cycling for kids (and parents) going to Larkrise school, and those gone in the opposite direction.</p>

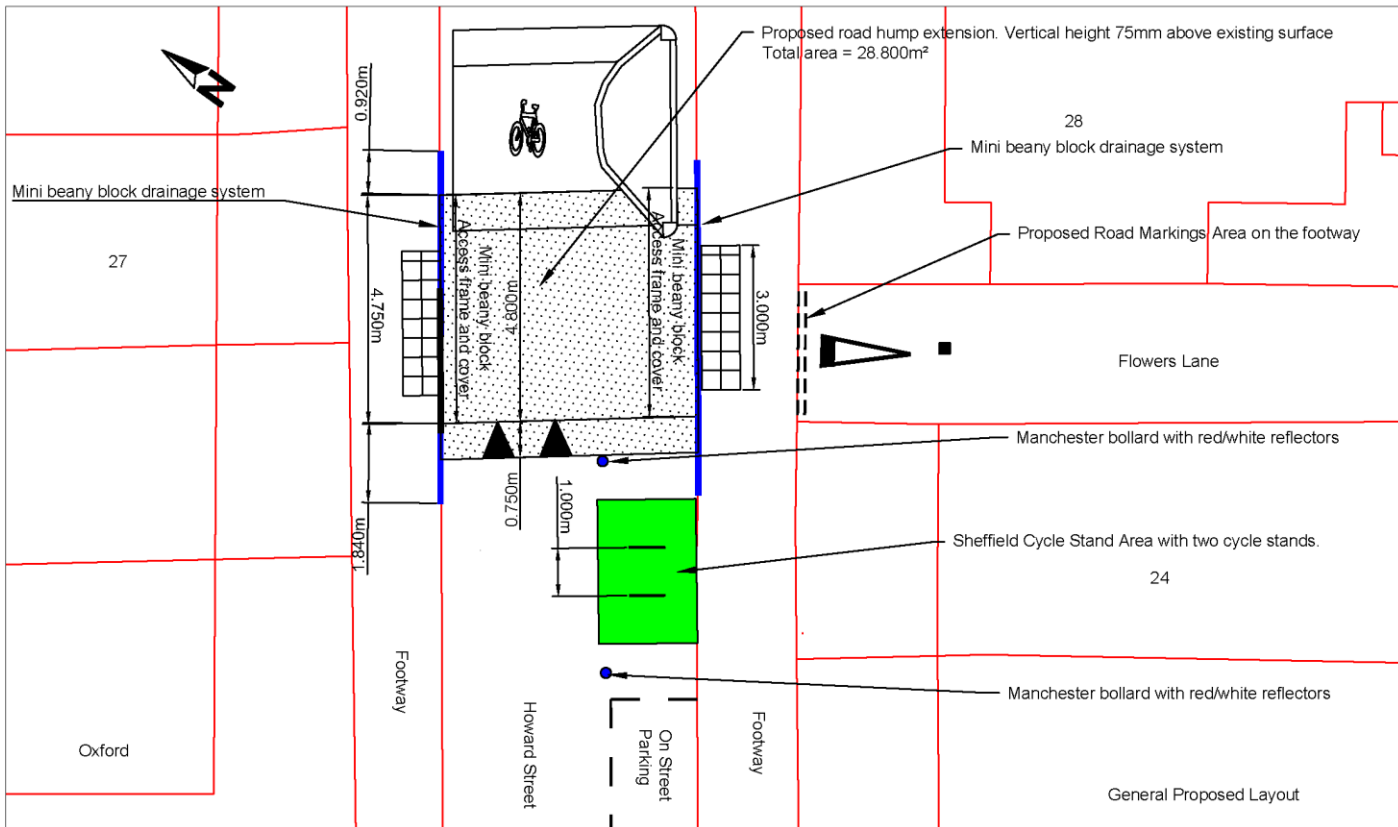
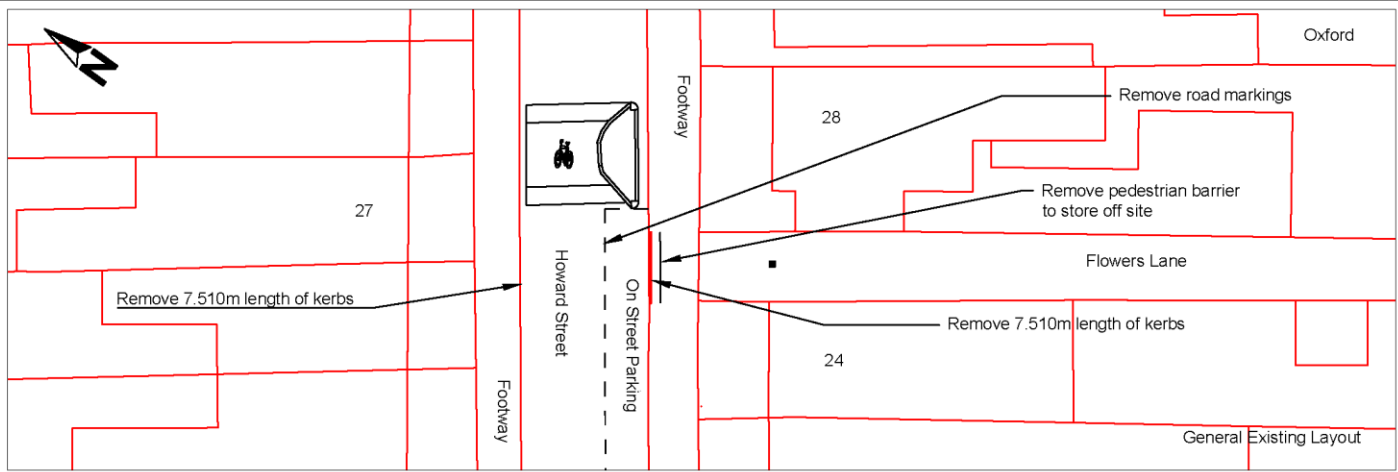
(56) Member of public, (Oxford, Southfield Park)	<p><b>Support</b> – Howard Street has become an important safe route for children cycling to school, thanks to the East Oxford LTNs.</p> <p>The barrier at Flower Lane is impractical for family groups and nonstandard bikes, as well as a point of conflict with pedestrians.</p> <p>This should be a no-brainer. Please get on with it!</p>
(57) Local resident, (Oxford, Southfield Road)	<p><b>Support</b> – Flower Lane is on an active travel route to Larkrise School. I would also like a raised crossing to help walking and wheeling across Howard St.</p>
(58) Local resident, (Oxford, Southfield Road)	<p><b>Support</b> – Brilliant</p>
(59) Member of public, (Oxford, St Omer Road)	<p><b>Support</b> – Our family has two children at Larkrise School. We regularly travel along Flower Lane onto Howard Street on our bikes. It can be difficult and dangerous getting back onto the road between parked cars. Double yellow lines at this location would improve visibility, making the junction safer for drivers, pedestrians and cyclists.</p>
(60) As part of a group/organisation, (Oxford, Stable Close)	<p><b>Support</b> – Oxford Pedestrians Association supports the proposal to remove the barrier between Howard Street and Flower Lane, on condition that provision is made for crossing Howard Street at that point.</p> <p>Ideally, this should be an uninterrupted raised table, in order to slow traffic, and level with the pavement for wheelchair users.</p> <p>If that is not possible, a dropped kerb should be installed on both sides of the road. If a dropped kerb is put in place this should be with an eye to proper drainage so that puddles do not form in the crossing place, and should not be too steep nor take up the entire pavement width.</p>

<p>(61) Member of public, (Oxford, Stratfield Road)</p>	<p><b>Support</b> – Removing the parking and fence on Howard St will make the Flower Lane link between Howard St and Boundary Brook Rd much more accessible for cycling. This is an important link both for access to Larkrise Primary school and for broader cycling connectivity. Allowing direct access from the lane to the street will also reduce cycle-pedestrian conflicts on the footways.</p> <p>As part of this scheme, please put a raised table crossing across Howard St to support buggies and wheelchairs and less mobile pedestrians crossing. Howard St currently lacks any coordinated dropped kerbs at all, so this would significantly improve walking and wheeling accessibility.</p>
<p>(62) Local resident, (Oxford, Swinburne Road)</p>	<p><b>Support</b> – Support making cycling easier for children</p>
<p>(63) Local resident, (Oxford, Swinburne Road)</p>	<p><b>Support</b> – This is a key part of the route to Larkrise and will be much easier to use on foot/bike/scooter if it isn't permanently blocked by cars</p>
<p>(64) Local resident, (Oxford, Townsend Square)</p>	<p><b>Support</b> – We cycle around the area frequently with children so safety is vey important and this would be a great change.</p>
<p>(65) Local resident, (Oxford, Boundary Brook Road)</p>	<p><b>Support</b> – Makes it safer</p>
<p>(66) Local resident, (Oxford, Campbell Road)</p>	<p><b>Support</b> – To make it safer to cycle especially with young children</p>
<p>(67) Local resident, (Oxford, Charles Street)</p>	<p><b>Support</b> – Currently very difficult to wheel my cargo bike into flower lane</p>
<p>(68) Local resident, (Oxford, Charles Street)</p>	<p><b>Support</b> – Daily school run unsafe and unpredictable</p>

(69) Local resident, (Oxford, Charles Street)	<b>Support</b> – The cars parking there are a dangerous obstacle for school run
(70) Member of public, (Oxford, Cowley Road)	<b>Support</b> – I take several children that way on their bicycles
(71) Local resident, (Oxford, Cricket Road)	<b>Support</b> – Parked and waiting cars introduce punch points creating conflict between cyclists and drivers. More needs to be done to make it safer and easier for cyclists and pedestrians
(72) Local resident, (Oxford, Cricket Road)	<b>Support</b> – The parking forces cyclists using the contraflow bike lane into conflict with oncoming vehicles and there's nowhere on Howard St yet that allows these vehicles to pass cyclists with 1.5m of space. More provision for cyclists using Howard St & Flower Lane are needed, such as a dropped kerb and bollards.
(73) Member of public, (Oxford, Monmouth Road)	<b>Support</b> – Safer for cycling
(74) Local resident, (Oxford, Percy Street)	<b>Support</b> – Safety - this is the entrance to a well used path, particularly by children cycling to Larkrise Primary School. The barrier and on street parking make accessing Flower Lane inconvenient, and exiting dangerous. Strongly support, please implement quickly!
(75) Local resident, (Oxford, Rymers Lane)	<b>Support</b> – Myself and my children use Flower Lane regularly for our journey to school and clubs/activities either walking or cycling. The exit from Flower Lane to Howard Street currently has poor visibility which creates a safeguarding hazard for children travelling to and from school. Putting a 'no waiting at anytime' restriction would make this safer. This would also need to be enforced by traffic wardens to ensure that the waiting restriction is not abused
(76) Local resident, (Oxford, Rymers Lane)	<b>Support</b> – Take the fence off already, ridiculous having to consult again because shock horror, a parking space might get lost in the process to improve walking and cycling somewhat

<p>(77) Local resident, (Oxford, Westbury Crescent)</p>	<p><b>Support</b> – Need a safe and easy way for people on foot and scooter and cycles to move through area and especially to local schools. This section of road also needs a raised crosswalk to highlight the presence of vulnerable road users to drivers. I don't see this in the plans.</p>
<p>(78) Rather not say, (Oxford, Crescent Road)</p>	<p><b>Support</b> – I cycle this route from temple cowley to go to the post office and it's a problem at the moment</p>
<p>(79) Local resident, (Oxford, Howard Street)</p>	<p><b>Support</b> – Although, as a car commuter, the parking situation on this street is already quite difficult because of the one-way flow, I would still be in favour of these amendments as I agree that the turning into Flower Lane seems awkward and even hazardous to pedestrians.</p> <p>As a side note, I wonder if there would be some way to encourage residents of Boundary Brook Road to park on their street and not on Howard Street, given they have two roads adjacent to their properties.</p> <p>Just something like a letter through the post, as some may not be aware that parking on Howard Street is difficult for its residents.</p>

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Drawing No. \_\_\_\_\_ Revision \_\_\_\_\_

Notes

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION		
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS		
<b>CONSTRUCTION</b>		
<b>MAINTENANCE/CLEANING</b>		
<b>DECOMMISSIONING/DEMOLITION</b>		

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title  
Oxford City  
Howard Street and Flowers Lane  
Flowers Lane

Drawing title  
General Layout  
Consultation






Drawing Status Information			
Scale @ A3	Drawn by RGR	Checked by	Approved by
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref \_\_\_\_\_

Drawing No. \_\_\_\_\_ Revision \_\_\_\_\_

Drawing No. Revision

**Notes**

-  Proposed road hump extension
-  Proposed white coloured advanced Neapolitan 150 bollard.
-  Proposed beany block drainage system.
-  Proposed buff coloured tactile paving. Dimensions 0.800m by 1.600m.
-  Proposed removal of existing dropped kerbs.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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<b>CONSTRUCTION</b>
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Howard Street and Flower Lane

**Drawing title**  
Proposed General Layout

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