

Divisions affected: *St Margaret's*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

24 APRIL 2025

OXFORD: FRENCHAY ROAD – PROPOSED PART-FOOTWAY PARKING AMENDMENT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member for Transport Management is RECOMMENDED to:

- a) Defer the decision to relocate the existing ‘Permit Holders Only 8am-6:30pm Monday to Saturday’ parking places, outside Nos.27 & 33 Frenchay Road, to being partly on the adjacent footway, and**
- b) Approve the exploration of other potential solutions by Officers if appropriate.**

Executive summary

1. This report presents responses received to a statutory consultation on proposals to move the existing ‘Permit Holders Only 8:00am-6:30pm Monday to Saturday’ parking places outside Nos.27 & 33 Frenchay Road, from being located wholly on the carriageway to being partly on the adjacent footway, as shown in **Annex 1**.
2. When the North Oxford Controlled Parking Zone was first introduced, this section of road was a short cul-de-sac, well within the limits of Oxfordshire Fire and Rescue Service’s manual handling range. This allowed parking on both sides of the road to be provided. However, while meeting the clearance requirements for cars, the bays gave little tolerance for larger delivery vehicles.
3. Unfortunately, a few years after the introduction of the CPZ, a large housing development was constructed on land to the west of the Oxford Canal. At which time this section of Frenchay Road became the only means of vehicular access into the development.
4. Over time the average width of private cars has increased, resulting in reports of larger vehicles becoming stuck, as they attempt to pass between the rows of parked cars. Consequently, a local residents group asked for the parking to be moved partially onto the footway, through their local Councillor,

5. Although the group requested that the footway opposite Nos.27 & 33 Frenchay Road be used, Officers found this was not feasible, since the need to relocate an electric vehicle charger, would have reduced the remaining available footway width to below that recommended in the Department for Transport guide, "Inclusive Mobility". Consequently, it was proposed to use the footway adjacent to the properties instead.
6. However, Officers now understand that the Department for Transport (DfT) will be publishing their findings relating to footway parking in the near future, and as a result Officers are now recommending that any decision on these proposals be deferred until it is known what the DfT decides.

Financial Implications

7. Funding for consultation on the proposals was provided from the 2024/25 accessibility and road safety fund. However, if implementation was approved, the detailed design and construction cost would have to be met from the 2025/26 allocation of that fund.
8. However, if other options are to be explored additional funding would need to be identified for further consultation and subsequent implementation if approved.

Legal Implications

9. 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 relevant legislation.
10. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984. If other options are to be explored, these will need to fall within the council's statutory powers

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Equality and Inclusion Implications

11. Although the narrowing of any footway has the potential of limiting accessibility, particularly to those using disabled buggies, wheelchairs, crutches and rollators. Officers designing these proposals have followed guidance in the Department for Transport's publication "Inclusive Mobility", to ensure the remaining footway width meets the minimums specified in that publication.

Sustainability Implications

12. This amendment would have facilitated the free movement of traffic, albeit in one direction at a time, particularly emergency service vehicles and the larger vehicles that need to service the properties west of the canal. In addition, the retention of the parking bays would have maintained a narrowing that would continue to give some degree of traffic calming.

Formal consultation

13. Formal consultation was carried out between 27 February and 28 March 2025. 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 St Margaret's division.
14. Letters were sent directly to approx. 85 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
15. 99 responses were received via the online survey during the course of the formal consultation, comprising of 76 objections, ten partially supporting, 11 in support, and two non-objections.
16. Additionally, a further five emails were received directly – with Thames Valley Police not objecting (albeit preferring to see the parking bay remain wholly on the carriageway), two local groups (Oxfordshire Liveable Streets & Oxford Pedestrians Association) & member of the public objecting, and one local resident supporting.
17. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections / concerns

18. Many objections related to footway parking in principle, while others were specific to the proposals. Several argued that the proposal contradicted Council policy, which acknowledge the issues caused by footway parking that make streets less navigable for pedestrians and particularly those with disabilities who use wheelchairs or rollators. One objection also suggested that the plans would encourage footway parking generally.

19. However, it is important to note that many problems associated with footway parking occur where it is unregulated, particularly on narrower footways and over greater lengths. To deter obstructive parking, the proposals would feature marked parking bays to indicate where vehicles can park, similar to other Control Parking Zones in Oxford where footway widths are slightly narrower.
20. At the proposed site, the footway is approximately 2 metres wide which narrows to 1.9 metres in places. This leaves approximately 1.5 to 1.6 metres clearance for pedestrians. This compares favourably with the 1.5 metres permitted by "Inclusive Mobility" which also allows the clearance to be reduced to 1 metre at point obstructions such as, lamp columns, bollards, signposts and electric charging points. Consequently, there should be more than enough tolerance for wing mirrors should they overhang the edge of the marked parking bays.
21. Although it is recognised that 1.5 metres would not be sufficient for two-way wheelchair traffic, the length of bay is only four cars' lengths, with room at either end for one disabled buggy or wheelchair to wait while another passes through. This is a far better situation than exists elsewhere where parking bays are much longer.
22. Officers appreciate the concerns that hedges, from the adjacent properties, might encroach into the pedestrian area. Although this would be the responsibility of the property owners, the Council can serve notice to cut vegetation back should any overgrowth occur.
23. Other residents suggested we should obtain the necessary clearance by removing the parking from one side of the road rather than putting it partially onto the footway. However, others were concerned that the additional clearance created by moving parking on one side onto the footway would result in higher vehicle speeds, with one saying we should prioritise pedestrians over allowing cars to pass in opposite directions, despite the current proposals not allowing for two-way traffic.
24. Although Officers did consider removing parking from one side of the road at the design stage, it was recognised that the road width would be far more than what was needed but slightly less than that required for two-way traffic. This could have encouraged cars to mount the footway to pass as well as increasing their speed.
25. It was therefore concluded that the current proposals represented a compromise between the minimum accessibility needs of pedestrians, larger emergency service and other vehicles servicing the area beyond while still retaining a degree of traffic calming offered by retaining parking on both sides of the road.
26. However, one objector suggested preventing all non-emergency traffic from using the canal bridge adjacent to the proposal, by relocating the bollards from the junction between Elizabeth Jennings Way and the northern end of Frenchay Road. This would give the necessary clearance to allow all vehicles to travel into the area via the wider Elizabeth Jennings Way. Unfortunately, this

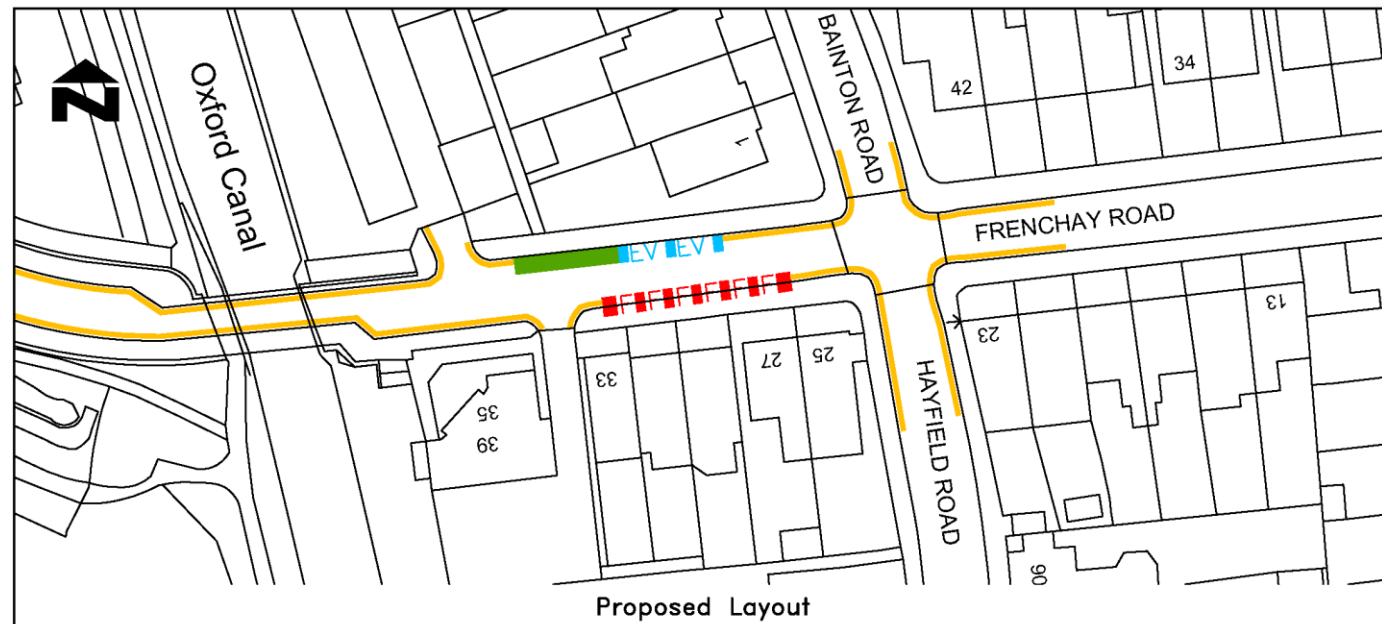
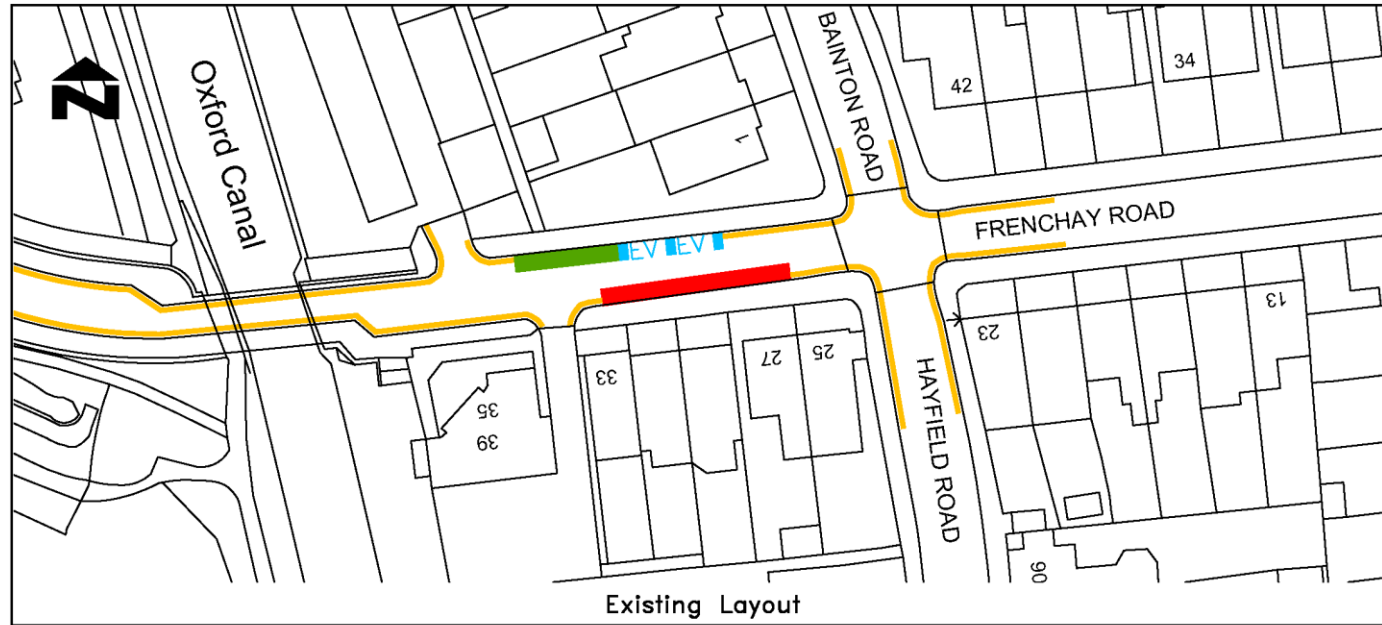
suggestion lies outside the scope of these proposals, since it has wider strategic ramifications than what is otherwise a very minor amendment to an existing parking place. However, it would deserve further investigation should these proposals be deferred as recommended.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Stephen Axtell (Senior Officer – Traffic & Road Safety) Lee Turner (Team Leader – Traffic & Road Safety)
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April 2025



Notes

- Existing No Waiting at any time to remain unchanged.
- Existing Permit Holders Only Parking Mon-Sat 8am-6.30pm
- ||||| Proposed Permit Holders Only Footway Parking Mon-Sat 8am-6.30pm
- Existing 3 hour Parking, Permit Holders exempt from time limit Mon-Sat 8am-6.30pm to remain unchanged.
- EV EV Existing electric vehicle charging bay to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth



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Client

Project

**Oxford:Frenchay Road
Relocation of Permit Holders'
Parking Bays partially
onto Footway 2025**

Title

**Amendments
to Parking Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		

Date	Date	Date	Date
31.01.25			

Drawing Number	Rev
Frenchay Road 001-25	—

ANNEX 2

A. Email responses:

Respondent	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle the Police do not object, but would prefer to see the parking bay remain wholly on the carriageway in line with all other parking along this road. . Having a bay partly on the footway will only encourage the practice of half on/half off parking elsewhere and is detrimental to footway users.</p>
(e2) Local group/organisation, (Oxfordshire Liveable Streets)	<p>Object – Many of us have been eagerly looking forward to having pavement parking curtailed, either through national legislation or through enforcement of new or existing traffic regulation orders. So it is with dismay that we find this scheme proposing to shift more car parking off the carriageway and onto the footway.</p> <p>We object to this proposal as inconsistent with multiple county policies, most obviously those in the Local Transport and Connectivity Plan on the Transport User Hierarchy, on Cycling and Walking Networks, on a Healthy Streets approach, and on Safe Streets and Travel to School and Work.</p> <p>The consultation doesn't provide this information, but we have measured the footway here and it is just under 2 metres wide. This seems just adequate, given the high pedestrian flows - this is the major pedestrian access for the entire Waterways area, and half a dozen people, including a mother pushing a child on a scooter, passed in the few minutes it took to measure the footway width. "Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure" (2021) says that footways should be 2 metres wide in normal circumstances.</p> <p>The consultation doesn't say how much of the footway the parking would appropriate, but allocating 0.5m for a parking bay would leave an effective footway width well under 1.5m, given wing mirrors and parking inaccuracies. And this would not be at a single pinch point, but for a twenty metre length of the street. Cars driving onto the footway to park would also create new hazards, as well as being intimidating for pedestrians, especially younger children with or without parents.</p> <p>Referencing the Road Traffic Regulation Act, the statement of reasons says: "Whilst the County Council is conscious of the need to keep pavements available for use by pedestrians and those less able, a balance has to be made with the needs of essential services and traffic requiring access with and road safety in general. The Council continues its</p>

	<p>responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic."</p> <p>The county council has, however, no responsibility to provide car parking. If the spatial constraints here create an irreconcilable conflict between providing adequate width for pedestrians and providing adequate width for motor vehicles, then there is no room for car parking on both sides of the street and it needs to be removed from one side. Safety and accessibility for people must take priority over parking.</p>
(e3) Local group/organisation, (Oxford Pedestrians Association)	<p>Object – OxPA strongly objects to the proposal to create pavement parking for cars on Frenchay Road for the following reasons:</p> <ol style="list-style-type: none"> 1) This proposal prioritises cars and other motorised vehicles over vulnerable road users who in Council policy have priority. 2) It encourages pavement parking by making it official and pavement parking is already an impediment to pavement users all over Oxford. 3) The City Council recently passed a walkability motion, among other things specifically prohibiting parking on pavements 4) The proposal not only loses space to pavement users but makes this residential street more difficult to cross and to use by speeding up motorised traffic 5) It gives the wrong message to drivers that they are the priority in Oxford city. There is absolutely no need to 'facilitate the free movement of traffic' on this side street. Cars can wait to pass one another for a moment if needed. <p>OxPA very much hopes the County COuncil will think again about this retrograde proposal.</p>
(e4) Member of public, (Oxford)	<p>Object – I am a wheelchair user. I am writing to object to the proposal to allow cars to park partly on the footway outside 25 to 33 Frenchay Road. This was set out in a letter to residents dated 27th of February. I do not live in the immediate vicinity but I do have family members who live close by. Several years ago, the county council installed a dropped kerb with tactile paving at the adjacent crossroads following a request I made.</p> <p>Inclusive Mobility:</p>

	<p>The proposal will have an effect on the route I use to get onto the canal towpath and to visit the Trap Grounds nature reserve. There is relevant guidance in a document called Inclusive Mobility: a guide to best practice on access to pedestrian and transport infrastructure (Department for Transport, 2021). Section 4.2 states-</p> <p>Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of 2000mm is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters. If this is not feasible due to physical constraints, then a minimum width of 1500mm could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other. Where there is an obstacle, such as lamp columns, sign posts or electric vehicle charging points, the absolute minimum width should be 1000mm, but the maximum length of such a restricted space should be 6 metres:</p> <p><i>https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf</i></p> <p>No dimensions were provided to local residents. It is not clear what the width of the remaining footway would be, but it seems to me that the proposal will not comply with this guidance.</p> <p>Equality Act 2010 The public sector equality duty requires the County Council, acting here as traffic authority, to have due regard to the needs of people with protected characteristics such as disability when exercising your functions. See:</p> <p><i>https://www.gov.uk/government/publications/public-sector-equality-duty-guidance-for-public-authorities/public-sector-equality-duty-guidance-for-public-authorities</i></p>
(e5) Local resident, (Oxford, Frenchay Road)	<p>Support – I am very pleased this issue is being taken forward, and strongly support the proposal to improve access.</p> <p>I note that the proposal is to move the existing parking places outside Nos 27 and 33 Frenchay Road so that they are located partly on the adjacent footway. I just wonder whether there is any possibility of, instead, moving the two spaces on the opposite pavement, which are for electric charging, so that these ones are located partly on the footway? The reason for suggesting this is that there are no house gates on the stretch of pavement on that side, and also that that pavement terminates before the bridge, so pedestrians need to cross the road in order to cross the bridge.</p>

	<p>(I don't live in the part of the road where any of these parking spaces are, so it doesn't directly affect me. I am concerned about the access issue, and will support the proposal in any case. I am just thinking that it might be more palatable to the residents who do live there, and to other pedestrians, if the change were made on the opposite side. I propose to mention this when I respond to the consultation; if however there is an overriding reason why the change cannot be made on the other side, it would be helpful to know at this stage, so as not to complicate the consultation.)</p>
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B. Online responses:

Respondent	COMMENTS
(o1) County Cllr, (Cowley Division, Cowley Division)	<p>Object – Policy 1 of the Local Transport and Connectivity Plan (the key council transport policy document) is the road user hierarchy, which puts pedestrians at the top of the hierarchy and cars at the bottom. In proposing to reallocate public space from pedestrians to cars, this proposal is a flagrant breaking of this policy. It is doing precisely the opposite of what the policy says the Council should and will do. It is worrying that this proposal has come forward at all and suggests that officers either have not read, or do not pay attention to, the Council's main transport policy document. Please drop this proposal and run more internal training on the detail of the LTCP for all officers who design or deliver policy on the highways, and what following these policies means in practice for their area of work. It is clear that more work needs to be done to turn policy into practice if proposals like this are still coming forward for consultation!</p>
(o2) As part of a group/organisation, (Coalition for Healthy Streets and Active Travel)	<p>Object – We Object to the proposal because it reduces the pavement width available to pedestrians below national guidelines in Inclusive Mobility. This states that pavement widths should be 2000mm and only reduced to a 'minimum acceptable' of 1500mm under physical constraints, and then for a maximum of 6 metres.</p> <p>The current width of the pavement is 1900mm and there are no physical constraints as the Council is not required to provide parking bays, so any reduction is a breach of the Inclusive Mobility Guidance. As a result, the scheme may be open to challenge under the Equality Act.</p> <p>In making decisions about this scheme, the Council should bear in mind the Transport User Hierarchy, which places pedestrians as first priority and private cars as lowest priority. In this case this we note that it is not the movement of private cars, but the storage of ever-wider cars that is the problem - and this problem should not be transferred to be a problem for pedestrian movement.</p>
(o3) As part of a group/organisation, (Sustrans)	<p>Object – object to these proposals.</p> <p>Pavement parking is a widespread problem. For example, in England, 93% of local authorities have received complaints from members of the public about pavement parking.</p>

Sustrans believes that in each street where there is conflict, space should first be assigned for safe pedestrian and emergency vehicle access and that any remaining space can then be allocated for parking.

Vehicles parked on pavements are a common source of inconvenience and are a hazard to pedestrians. Often they force a wide range of vulnerable people into the road by taking up space on the footway.

This includes people with visual impairments; with people with sight loss at risk of colliding with cars parked on pavements more than any other pavement obstruction.

Older people, children, and people with reduced mobility, prams or pushchairs, can also be forced into the road and put at greater risk of collision and injury.

Pavement parking has emerged as one of the most common complaints made by people walking. Pavements are not generally engineered to be driven on and repairs to damaged pavements are expensive, particularly at a time when councils' resources are under huge pressure. This creates further hazards to people walking.

Our Walking and Cycling Index, formerly known as Bike Life has highlighted several barriers which people face when walking, wheeling and cycling in their local areas. One is the obstruction caused by pavement parking. We surveyed more than 24,000 people from 18 cities and areas across England, Scotland, Wales, Northern Ireland and the Republic of Ireland. Each report looks at infrastructure, travel behaviour, the impact of cycling, and new initiatives. In our report, we found that banning pavement parking would help 70% of all residents to walk or wheel more. And 72% of residents think wider pavements would encourage them to do so.

Sustrans Chief Executive, said:

"Walking and wheeling should be the most accessible and desirable form of transport."

"The evidence is clear that people wish to feel safe and welcome while walking and wheeling, and without parked vehicles getting in their way."

"Pavement parking is discriminatory against wheelchair and mobility scooter users, other disabled people, those with visual impairments, and more.

"The UK government's target is for half of all journeys in towns and cities to be cycled or walked by 2030.

	<p>"Achieving this will be impossible unless we do more to make walking and wheeling more accessible and inclusive - a vital first step is to ban pavement parking.</p> <p>"Governments must listen to residents and prioritise walking and wheeling for everyone." https://www.sustrans.org.uk/our-blog/policy-positions/our-position-on-pavement-parking/ </p>
(o4) Local resident, (Kennington, River View)	<p>Object – There is already wide spread pavement parking in Oxford which needs to be stopped. Schemes like this embolden the most inconsiderate road users. If there is no space for on street parking then the parking must be removed, either by restrictions or cpz encouragement.</p>
(o5) Local resident, (North Oxford, Belbroughton Road)	<p>Object – ‘Parking partly on the footway’ will be abused. Drivers seeing it in this location will assume (wrongly) that this is now acceptable behaviour - it would set an unintended precedent. Everyone knows that there is no enforcement in areas without pay and display parking and the problem would proliferate.</p> <p>In general, parking on the footway should be made illegal- it sends the message that convenience of the driver trumps safety and accessibility of those trying to use the footway.</p>
(o6) Member of public, (Oxford, Abberbury)	<p>Object – Footpaths are for people, not cars. If parked cars cause inconvenience the burden should fall on other motorists, not pedestrians. Pedestrians have a difficult enough time in Oxford as it is. Any move to partial pavement parking will cause problems especially for people pushing prams or using wheelchairs, and on bin days.</p>
(o7) Local resident, (Oxford, Aldrich Road)	<p>Object – I walk, run and cycle regularly in this area and all this does is to put cars and other vehicles first. I thought the Council put more vulnerable road users first. Pavements are for pedestrians and people in wheel chairs and with buggies and children on scooters. They will be forced into insufficient space or onto the road if this goes ahead. I thought parking was not allowed on pavements in Oxford, why make an exception?</p> <p>Frenchay road is not far from a school (S Philip and S James) and also for access to a housing estate and the canal; if cars can go faster (which is what 'free movement' means it will make crossing more difficult and potentially dangerous This is not a major highway, a few minutes wait for a car to come through would be a good thing, not a bad one.</p>

(o8) Local resident, (Oxford, Bainton Road)	Object – The pavement is already narrow and sloping with a camber. It's already difficult to navigate for a wheelchair user or for someone pushing a pram or buggy. When wheelie bin or electric scooter or bike hire users block the pavement it is difficult to use. The addition of cars parking on the pavement will put users - especially the elderly (of whom there are a lot here) or those with pets or babies/young children at risk . If it has to go through pavement users with special needs will need to use the other (north) side of the road and a new system of dropped kerbs will have to be introduced- worryingly just where visibility for eastbound vehicles over the canal bridge is at its lowest.
(o9) Local resident, (Oxford, Bainton Road)	Object – Pavements are there for a reason. Car parking should never be allowed on pavements - and this one, allowing for driver casual parking, is also too narrow. The present arrangement has been in place for some time and is adequate.
(o10) Local resident, (Oxford, Banbury Road)	Object – I am a family carer and push my relative who lives in North Oxford in a wheelchair down this street. Pavements need to be kept for walking and wheelchairs, not for car parking
(o11) Local resident, (Oxford, Bartlemas Road)	Object – In 2025, no public space should be removed from pedestrian use to driver use. If parking is causing a problem for drivers, than just remove the parking provision, leave the pavement, and expect drivers to park somewhere else.
(o12) Local resident, (Oxford, Bateman Street)	Object – Pavement parking has a high negative impact on mobility scooters, wheelchair users, and those with buggies and prams, unfairly disadvantaging those with disabilities or those with young children.
(o13) Local resident, (Oxford, Beech Croft Road)	Object – Pavement parking is not desirable and in the location propose the pavement is already quite narrow. It seems counter productive to Oxfordshire County Council's goals to promote walking and wheeling to take space away from the pavement for cars. I object to this proposal as inconsistent with multiple county policies, most obviously those in the Local Transport and Connectivity Plan on the Transport User Hierarchy, on Cycling and Walking Networks, on a Healthy Streets approach, and on Safe Streets and Travel to School and Work.

	<p>The footway in the relevant location is under 2 metres wide and a lot of pedestrian use it to access the canal, the Trap Grounds Nature Reserve and Port Meadow flows.</p> <p>It's not clear from the consultation document how much of the footway is planned to be taken away from pedestrians and blocked by car parking, but allocating 0.5m for a parking bay would leave an effective footway width well under 1.5m, given wing mirrors and common parking inaccuracies. And cars driving onto the footway to park are extremely intimidating for pedestrians, especially younger children and parents and carers with prams. This is a bad idea in every respect and as a local resident I object.</p> <p>Referencing the Road Traffic Regulation Act, the statement of reasons says: "Whilst the County Council is conscious of the need to keep pavements available for use by pedestrians and those less able, a balance has to be made with the needs of essential services and traffic requiring access with and road safety in general. The Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic."</p> <p>The county council has, however, no responsibility to provide parking spaces. If the spatial constraints here create an irreconcilable conflict between providing adequate width for pedestrians and providing adequate width for motor vehicles, then the parking should be removed. As a general principle, we believe that safety and accessibility for people should take priority over parking.</p>
(o14) Member of public, (Oxford, Benson Road)	<p>Object – Space allocated for the footway is rightly for the use of pedestrians. Encouraging cars to park on footways is hazardous. People with disabilities will be disproportionately impacted as this tends to have the worst effect on wheelchair users and visually impaired people.</p> <p>If parking obstructs the carriageway then the parking should be removed and replaced with a DYL, not moved onto the footway.</p>
(o15) Local resident, (Oxford, Beresford Place)	<p>Object – This goes against county policy (Visionzero) and would increase danger for pedestrians, especially vulnerable ones such as children, wheelchair and pushchair users. The pavement is already narrow enough to be problematic, especially when bins are out. Instead of increasing parking for bloated cars at the expense of everyone else, these narrow parking spaces should just be turned into bike parking or removed.</p>

(o16) Member of public, (Oxford, Brook Street)	<p>Object – Looking at the available space from this link on Google Maps, it seems to me there's not a wide enough pavement to allow for a "wheel up" approach. That whole stretch is too tight.</p> <p>https://www.google.co.uk/maps/@51.7703065,-1.2700555,3a,75y,83.99h,73.08t/data=!3m7!1e1!3m5!1ssX53fGs1ChsN29WTeI2IRA!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D16.91834801355941%26panoid%3DsX53fGs1ChsN29WTeI2IRA%26yaw%3D83.98855955333671!7i16384!8i8192?entry=ttu&g_ep=EgoyMDI1MDMwNC4wKXMDSoASAFQAw%3D%3D</p>
(o17) Local resident, (Oxford, Campbell Road)	<p>Object – We should be reducing pavement parking not increasing it. Pavement parking - even partially - obstructs access for vulnerable people eg in wheelchairs, blind etc - and also people pushing children's buggies - we need to discourage car use so making more parking available contradicts this policy</p>
(o18) Local resident, (Oxford, Chalfont Road)	<p>Object – 1. This proposal is entirely impractical from the point of view of pedestrians. It will narrow the pavement far too much. This is an important pedestrian route, there is a lot of pedestrian traffic on this pavement, especially during school travel times. This pavement is the only safe route to and from the Frenchay Road canal bridge for pedestrians. In this proposal, what will prevent vehicles from blocking the the pavement entirely, forcing pedestrians out onto the road close to the canal bridge?</p> <p>If the County think that the pavement will remain sufficiently wide for pedestrians with cars parked on it, then why are you not proposing to narrow the pavement to introduce a proper parking bay?</p> <p>The issue is that there is that the road is not wide enough for parking bays on both sides of the road. That is what needs to be changed, not blocking safe pedestrian access.</p> <p>2. The County should be getting rid of pavement parking, not creating more of it. There is far too much illegal pavement parking in Oxford. This proposal will only encourage that.</p>

<p>(o19) Local resident, (Oxford, Chalfont Road)</p>	<p>Object – Pavement parking is terrible.</p> <p>The cars already dominate the city so much, no need to make the situation worse. Surely emergency access can be obtained from Elizabeth Jennings Way by removing bollards, if Frenchay Road here is really that impassable?</p>
<p>(o20) Local resident, (Oxford, Chalfont Road)</p>	<p>Object – The pavement outside nos 27 - 33 Frenchay Road is on the only continuous pedestrian route from 'old' Frenchay Road East of the canal to 'new' French Road West of the canal, and is by far the most used pavement on this section of the road.</p> <p>It is not a wide pavement, so reducing its width further may force some pedestrians (e.g. with wide pushchairs, mobility scooters) to walk into the road around the parked cars or cross the road to the North-side pavement, only to have to cross again a few yards later where the North-side pavement terminates. There are insufficient dropped kerbs to facilitate this and no suggestion in the plans that any additional dropped kerbs will be installed.</p> <p>The safest option for pedestrians is to move the EV parking spaces on the North side of Frenchay Road from being wholly on the carriageway to being located partially on the pavement, and leave the South side pavement as it is. The North-side pavement terminates just West of the EV parking spaces, so anyone using this pavement will have to cross over to the South-side pavement anyway.</p>
<p>(o21) Local resident, (Oxford, Church Cowley Road)</p>	<p>Object – If traffic volumes are now heavy enough that parked cars are obstructing the flow, then the parking spaces should be removed completely. Maintaining the proportion of the road given to parking, by moving it onto the footway, means that pedestrian space has been converted, indirectly, to vehicle space.</p> <p>The "Reasons" document cites that the Road Traffic Regulation Act 1984 permits the council to pass orders to "avoid danger to persons using the road" and "facilitate the passage of traffic". Reducing the size of the walkway for pedestrians doesn't avoid danger to them, nor facilitate their passage; it does the exact opposite. Families, or wheelchair users, unable to squeeze through the narrow pavement, can't cross and use the one on the opposite side, as it's already obstructed by an EV charger and cabinet; and if this change is to facilitate (vehicular) traffic, it implies that the carriageway is also dangerous for pedestrians.</p>

	Moreover, the RTRA's allowed reasons for passing Traffic Orders do not mention any obligation to provide parking spaces. Only Experimental Orders may be modified to that end.
(o22) Member of public, (Oxford, Cowley)	Object – Moving the parking bay to being partly on the doorway would cause an obstruction to pedestrians walking on the footway. This would impact those who have disabilities and need to walk with a frame or walking stick, those who are visually impaired, wheelchair users or those with young children in pushchairs. It would be discriminatory to these groups if this was to go ahead. If there is not space for the parking bay then the parking bay must be removed.
(o23) Local resident, (Oxford, Florence Park Road)	<p>Object – It's a really retrograde and symbolic move to propose on-pavement parking at a time when we should be aiming to remove it entirely. Essentially this proposal says the parked cars are getting in the way of bin lorries, so we'll just move the problem onto the pavement so the parked cars get in the way of wheelchair users and buggies. Surely the 3-hour and EV bays can just be moved to the south side of the road, or somewhere else in the vicinity - they don't need to be on Frenchay Road.</p> <p>Yes it will cost more but that won't result in another permanent issue with pavements being blocked by poor parking, which is exacerbated by wheelie bins and hedge growth. Looking at Google Streetview the hedges next to the proposed pavement parking bays are already regularly encroaching onto the pavement space, so unless they are cut regularly the proposal will effectively push pedestrians into the road.</p>
(o24) Local resident, (Oxford, Frenchay Road)	Object – Traffic travels far too quickly on Frenchay road as it is and these proposals will only encourage those who already speed to continue with ease. Also, restricting access on pavements for the visually impaired; those who rely on mobility scooters or people with pushchairs will have their access restricted with these proposals.
(o25) Local resident, (Oxford, Frenchay Road)	Object – I very strongly object to this - moving the parking bays as proposed, onto the pavements here would obstruct the path to wheelchair users and to people with prams - this path is used all the time for parents taking small children to Phil and Jims schools from the Waterways estate and home again. Blocking this path to wheel chairs in particular, would force wheel chair users into the road - and is against all UK disability legislation. However, the cars do have to move as currently access over the canal is intermittently blocked here, by cars, to emergency and delivery vehicles. A much better solution would be to move the electric car parking bays (that are on the otherside of the road) onto the pavement - this pavement is rarely used - and provides no direct access to the waterways estate.

<p>(o26) Local resident, (Oxford, Frenchay Road)</p>	<p>Object – (1) MOST IMPORTANTLY - the current parking bays which narrow the road (to a manageable one-car width) have the unintended traffic calming consequence of forcing traffic coming down from the Waterways bridge to slow down before they reach the Frenchay-Hayfield-Bainton crossroads. Vehicles travelling the other direction VERY FREQUENTLY ignore the 'stop' signs on Frenchay Road and fly over the crossroads, endangering cyclists (Hayfield-Bainton is a popular back road alternative to cycling on the Woodstock Road, and AM and PM there are many children cycling with parents to Phil & Jim's). I live on the corner of the crossroads and can attest this is a DAILY occurrence. If the parking was amended, the road would be wider and I fear encourage even worse driving as vehicles already have increased velocity driving down to the crossroads from the Waterways bridge.</p> <p>(2) Footpath is already quite narrow and is used by many families with small children and prams from Waterways travelling to and from Phil & Jim's - narrowing it further would make it difficult for anyone with impeded mobility (kerbs are only dropped on this side of the road).</p> <p>(3) Current parking bays are adequate width for cars parked carefully - I now have a small car but when I had an SUV, as long as it's parked close to the kerb it is within the bay and still enough room for lorries and fire engines to pass. For anyone not confident parking a larger car, there are many other larger residents parking bays on Hayfield, Bainton and further up Frenchay to choose from.</p>
<p>(o27) Local resident, (Oxford, Frenchay Road)</p>	<p>Object – Much harder for elderly and partially sighted people to navigate the pavement. Seems to be prioritising cars over pedestrians.</p>
<p>(o28) Local resident, (Oxford, Frenchay Road)</p>	<p>Object – There should be access both by pedestrians and drivers to enter and exit Frenchay Road. Having parking on both sides of the road is unacceptable</p>
<p>(o29) Local resident, (Oxford, Frenchay Road)</p>	<p>Object – This is the slippery slope I'm afraid. The thin end of the wedge and a precedent that once set becomes the norm. The 'bottle-neck' that I suspect has brought this up is minimal. Waste trucks, (and therefore emergency services) can get down quite easily. It is a few impatient drivers that have to wait possibly 10/20 seconds while the first one to arrive drives through. Yes, the traffic is higher since the Frenchay Road extension over the bridge was built but most people are fair and sensible enough to accept it. The risk of blocking pavements and reducing flow on pavements has far greater consequences for buggy and mobility vehicle users - especially on those days when bins</p>

	are also left out potentially for many hours on a Thursday and Friday. Users of either will be very frustrated by having to negotiate cars, bins and other pedestrians on half the remaining pavement.
(o30) Local resident, (Oxford, Frenchay Road)	Object – I am concerned that the restricting the existing pavement will cause people to have to cross the road putting them at risk. This impacts all pedestrians but particularly those with disabilities, children in pushchairs etc.
(o31) Local resident, (Oxford, Frenchay Road)	<p>Object – The pavement on the south side of Frenchay Road is already quite narrow and if cars were allowed to park on the pavement it would severely discriminate against wheelchair users and those with pushchairs or prams. When the wheelie bins are out on the pavement, it would be impassable if cars were parked on the curb. In my view this level of discrimination makes this proposal completely untenable.</p> <p>I propose threefold actions: 1. Double yellow lines are painted along the whole stretch of road along the south side of Frenchay Road from 27 to 33. 2. Add two or possibly three car parking spaces on the north side of Frenchay Road between 27 and 33 and 3. Make those spaces residents and permit holders only.</p> <p>My proposal means that our section of Frenchay Road (I live at 33) would then match the parking arrangements in the rest of the eastern section of Frenchay Road, from Woodstock Road to the bridge over the canal. It would also allow larger emergency vehicles, refuse trucks and delivery lorries to get through without damaging any of the parked cars. I might also comment that one of the problems of cars and vans parked here is that one of the staff (or owners) of the cycle shop in Jericho has at least three permits to park their two large vans and one smaller van with a rear bike rack all in NX, usually on our section of Frenchay Road. I think this issue needs to be looked into as it seems unfair.</p>
(o32) Local resident, (Oxford, Frenchay Road)	<p>Object – I am appalled that in Oxford of all places, anyone should consider prioritising vehicles over pedestrians at this particular site.</p> <p>1. This section of the pavement is very busy with parents taking their children from the estate to the local primary school in the mornings and afternoons. Parents have enough difficulty holding onto young children, more so if they are pushing a pram as well and yet more so if they need a side-by-side buggy carrying twins. The parking bay amendments, restricting the width of the pavement, will force many of them into the road which will (we hope) slow the traffic down rather more than existing road.</p>

	<p>2. Disabled people and especially those in wheel-chairs, are likely to block the path completely while they negotiate the narrowed pavement.</p> <p>3. Bumping up and down the kerb will inevitably result in damage to the pavement making it more difficult for unsteady walkers to traverse the section safely.</p> <p>You might consider two other possibilities:</p> <p>First, the North side of Frenchay Road opposite the proposed parking amendments is useless to pedestrians, principally because it is too dangerous to cross the road before the bridge as one cannot see traffic approaching from the West. While there is a charging point to consider but would it not be better to allow vehicles to use a portion of that pavement?</p> <p>Best of all, would be to prevent all non-emergency traffic from using the bridge by placing bollards across the road and removing the bollards at the North end of Frenchay Road allow vehicles to travel on the wide Elizabeth Jennings Way to and from the Woodstock Road. That junction would benefit from traffic lights.</p> <p>Please do not amend the parking bays.</p>
(o33) Local resident, (Oxford, Frenchay Road)	<p>Object – This part of the pavement is regularly used by parents taking children to school and nursery when they have younger children in prams and push chairs. In order to navigate this safely and comfortably with a walking child to their side holding their hand whilst they push the push chair they would have to cross over Frenchay Road from Hayfield Road onto the other side of the pavement and then cross back again with the small children onto the pavement in order to cross the bridge into the Waterways development. This is stressful and potentially unsafe for parents and carers with these young children. Similarly, there are residency who require wheelchairs and it would similarly would require them to cross over the road as they are emerge from Hayfield and then navigate away back across to the other pavement. Uses an electric wheelchair often need a carer to walk alongside as a safety precaution.</p>
(o34) Local resident, (Oxford, Frenchay Road)	<p>Object – This should be moved to the other side of the road.,...I object to the propose movement of the parking on the hosue side of Frenchay Road. Putting a secondary electric parking bay does not make sense. It is not used by local residents but opportunist electric charge seekers. The secondary electric bay means its difficult for local residents to manoeuvre from a parked position because of the non local residents using the electric bays and parking inconsiderately, not within the lines.</p>

(o35) Local resident, (Oxford, Frenchay Road)	Object – As a wheelchair user, I have enough problems with uneven pavements. I would certainly not want a situation where the width of the pavement was reduced in addition.
(o36) Local resident, (Oxford, Frenchay Road)	Object – Because it sets a precedent for partial parking on the narrow pavement and would obstruct it for wheelchair users, pushchair users and pedestrians generally.
(o37) Local resident, (Oxford, Gorse Leas)	Object – The footways are there to provide a safe means of travel for pedestrians. Putting parking on the pavement removes this safety element, as drivers are given the impression that the pavement is 'their' space. Drivers often approach from a distance and without checking if the pavement is free from pedestrians, which will make the whole street less safe for pedestrians. It also makes the pavements a more hostile environment for those with greater needs, such as parents with children in pushchairs, or wheelchair users. Safety and accessibility for people must take priority over making more space for cars
(o38) Local resident, (Oxford, Harold Hicks Place)	Object – Pavements are for people, not cars. It's astonishing that the council are suggesting taking even more space away from people walking, and trying to give it to people to park cars on - really? No, no, no!
(o39) Member of public, (Oxford, Hill View)	Object – There is absolutely no need to have cars parking on the pavement here because there is enough scope to make everyone happy! You can improve the space for pedestrians AND have ample car parking AND improve the space available for emergency vehicles. Here's how: <ul style="list-style-type: none"> * widen the existing pavement near the houses, make it level, and wide enough for pedestrians and wheelchairs and wheelie bins, and put double yellow lines there * remove the pavement on the "wall" side of the street, opposite the houses, thus widening the road * put the car parking on the side opposite the houses

	<p>* if electric charging points are needed, lay the cables over to the wall when you're digging up the road to widen it, and put charging points over there</p> <p>Whatever you do, please don't encourage cars to come onto the pavements. It is quite tough enough for pedestrians as it is on pavements with their ups and downs and slopes to facilitate driveways, let alone for those of us in a wheelchair.</p>
(o40) Local resident, (Oxford, Hobson Road)	Object – Parking shouldn't be added, especially on the pavement. Bus-routes should be improved in order for there no longer be a need to drive.
(o41) Member of public, (Oxford, Howard Street)	Object – Private vehicles should not be parked on pavements - they restrict space available for pedestrians especially those with young children, prams, and those with limited mobility and sight.
(o42) Member of public, (Oxford, Hugh Allen Crescent)	Object – The footway is already minimal width. There is clearly no space to take away from pedestrians at that bit of road. If the space on the road is not enough for emergency access this problem could easily be solved by removing the public on road car storage.
(o43) Member of public, (Oxford, James Street)	Object – Cars driving on and off pavements make the pavements extremely dangerous, especially for children who often cannot be seen by the driver. Also they become congested with Wheely bins etc and very difficult to walk along especially for the elderly or disabled. All pavement parking should be stopped in my opinion.
(o44) Local resident, (Oxford, Kingston Road)	Object – We do not want to see cars taking space away from pedestrians in this area. It sends all the wrong signals when we should be ensuring that the area encourages offers a high quality experience for those travelling on foot and encouraging people to walk rather than drive.
(o45) Member of public, (Oxford, Kingston Road)	Object – Encouraging parking partially on the footway will make it more difficult for pedestrians and may encourage other drivers to do the same.

(o46) Local resident, (Oxford, Lonsdale Road)	<p>Object – I object strongly to this proposal, since no evidence of any kind is provided that it is necessary to "facilitate the free movement of traffic" - the reason given for it's initiation. Furthermore, increasing the free movement of traffic here, a few metres from the intersection with Hayfield/Bainton Roads is wholly inappropriate since at this junction the priority is already given to north - south traffic, including cyclists (and this route is part of National Cycle Network Route 5), using Hayfield and Bainton Roads. There is already considerable anecdotal evidence that traffic on Frenchay Road often ignores the requirement to give way, endangering cyclists in particular. This behaviour is likely to be encouraged by any alleviation of restrictions on Frenchay Road.</p>
(o47) Member of public, (Oxford, Maidcroft Road)	<p>Object – Previous on-pavement parking in CPZs such as St Mary's Road was introduced with a promise from the council that there would be enforcement to ensure parking within the lines. That promise has been forgotten and no such enforcement takes place. Wider and wider cars are introduced and the small amount of pavement remaining is slowly but surely ceded to motor vehicles. The County Council has massively let down Oxford residents by breaking this enforcement promise. Without a renewed commitment, or physical barriers such as kerbs or bollards, no more on-pavement parking bays should be contemplated.</p> <p>The council has no obligation to provide car parking. If it is not possible to meet the requirements of Section 1 (1) Road Traffic Regulation Act 1984, without encroaching on the space left for residents to walk and wheel, then these on-street parking spaces should be removed instead.</p>
(o48) Local resident, (Oxford, Maywood Road)	<p>Object – I object to the deprioritisation of people on foot in order to facilitate freer motorised traffic flow. This responds to excessive motor traffic on our roads by caving into it. Already too many pavements in Oxford cannot be navigated by a parent pushing a double buggy or walking hand in hand with two children (or, in many places, even with one). The priority should be to facilitate the free flow of walking families, not SUVs.</p>
(o49) Local resident, (Oxford, Minster Road)	<p>Object – The County should be getting rid of pavement parking, not creating more of it!</p>
(o50) Member of public, (oxford, Norreys Avenue)	<p>Object – Pavements are for people, not cars. How much of pavement would remain if a car were dumped on part of it is not made clear.</p>

(o51) Local resident, (Oxford, Old Road)	<p>Object – While I recognise the issue being addressed I think it it very unhelpful to solve it by permitting, indeed requiring, cars to park on the pavement with only a painted line marking the car/pedestrian division. Where these have been implemented elsewhere some cars inevitably park on or over the line.</p> <p>A better solution would be to relocate permit-holder parking to East of the eV charging bays and outside numbers 35-39. If the spaces have to remain where they are then the pavement should be narrowed with the kerb moved to widen the carriageway.</p>
(o52) Member of public, (Oxford, Quarry High Street)	<p>Object – This obstructs the footway, with disproportionate impacts on those with mobility issues or pushchairs, potentially impeding their journeys or forcing them to move into the road at higher risk. Pedestrian mobility is the highest priority in the highway code.</p>
(o53) Local resident, (Oxford, Rectory Road)	<p>Object – Pavement parking obstructs pedestrians, especially wheelchairs and pushchairs.</p>
(o54) Local resident, (Oxford, Richards Lane)	<p>Object – The County should be getting rid of pavement parking, not creating more of it!</p>
(o55) Local resident, (Oxford, Rutherways)	<p>Object – We need less parking on footways and not more. We need Oxford to become a better safer place for pedestrians and get people out of their cars.</p>
(o56) Member of public, (Oxford, Rymers Lane)	<p>Object – We should not be taking space from the footway. If cars have to slow down to pass, then so be it.</p>
(o57) Local resident, (Oxford, Rymers Lane)	<p>Object – This proposal goes directly against the council's transport hierarchy that puts pedestrians at the top. If there is not enough space on the road to accommodate car movement, the parking should be removed, not partially moved onto the pavement. The council has no obligation to provide parking, but it has an obligation to not erode the safety and accessibility of pedestrian infrastructure.</p>

(o58) Member of public, (Oxford, Sandfield Road)	Object – I believe any parking on the footway, wherever it is in the city, only benefits car drivers. It is obstructive for all pedestrians, for which footways are constructed in the first place. People pushing buggies, carers pushing people with disabilities in wheelchairs, people with sight impairment, adults who need to walk together with children, and many more are at considerable disadvantage when cars are even partially parked on footways.
(o59) Local resident, (Oxford, Sandfield Road)	Object – Oxfordshire County Council claims to be trying to encourage walking, cycling and public transport over use of the private car. To do this it should be increasing both the budget and the space allocated to these more sustainable forms of transport; these proposals do the opposite.
(o60) Member of public, (Oxford, Southfield Park)	Object – I strongly object to this proposal to surrender pavement space for parked cars. Officially endorsed pavement parking is a scourge across East Oxford's side streets and should not be extended to North Oxford. If there is a need to 'facilitate free movement of traffic' - that is, if drivers can't wait to pass each other - remove parking space, not pavement space. I note that this proposal would also lead to damage to the pavement even when cars are not obstructing it.
(o61) Member of public, (Oxford, Southfield Park)	Object – Supplementary comment to my previous objection: please move the existing electric vehicle charging station off the pavement and into the road.
(o62) Local Cllr (Oxford)	Object – Allowing the parking of vehicles half on the pavement will restrict the accessibility of pavement users on this section of pavement. This is contrary to the County Council's Local Transport and Connectivity Plan (LCTP) and in particular the transport user hierarchy, which prioritises those who are walking and wheeling using mobility scooters. Accessibility on this section of the pavement will be a problem on bin day as bins already obstruct the pavement and along with cars parked partially on the pavement will prevent those in wheelchairs or pushing buggies to use this section of pavement. In turn, it will force these vulnerable 'road users' into the road and this will be dangerous due to the road layout, as vehicles come over the bridge drivers will have limited visibility of people walking and wheeling in the middle of the road as they come around the corner. The council should not prioritise the safe movement of motor vehicles and car parking over the safety of pedestrians and those wheeling.

	<p>To reiterate, the council should not pursue the option of putting the parking spaces partially on the pavement - even residents parking spaces. It can look at other opportunities to ensure sufficient space is provided for the movement of emergency vehicles at this pinchpoint, for example the council can reallocate some of the residents parking spaces into the 3 hour parking bays along side the EV chargers. Similarly further along Frenchay Road there are other visitor parking bays that could be repurposed as residents parking bays. This will not restrict residents from having visitors as they can use their visitors parking permits in these bays if needed. Reducing free parking for visitors will also be aligned to the council's own policies set out in the LCTP and the central oxford travel plan. Rather than the proposals set out for this consultation, other options should be explored around relocating the resident's parking spaces into the visitor parking bays rather than pushing their cars onto the already narrow pavements.</p>
(o63) Local resident, (Oxford, Stone Meadow)	<p>Object – I strongly object to allowing parking on the pavement - parts of which, at this point of Frenchay road are narrow. It is likely to result in wheelchair users and double buggies being forced to walk in the road. It would be better to provide additional parking spaces elsewhere on the original part of Frenchay Road. Removing the spaces that lead to the obstruction of emergency services trying to get to the new part of Frenchay Road is something to be welcomed and will also benefit any plans for a bus route which may be under consideration.</p>
(o64) Local resident, (Oxford, Stone Meadow)	<p>Object – Can't you put it the other side of the road so it's not blocking buggies like me</p>
(o65) Local resident, (Oxford, Stone Meadow)	<p>Object – The pavement here is already very narrow and used a lot by people with buggies etc. Whereas the pavement on the opposite side with the electric chargers is wider and scarcely used as it ends at the electricity substation.</p>
(o66) Local resident, (Oxford, Stratfield)	<p>Object – Reducing the footway width here is completely unacceptable given the high pedestrian flows. If there isn't room for parking, then the parking needs to be removed. If the four spaces on the south side were removed, I think one space could be added on the north-side, so this would be a net loss of only three parking spaces. 550 parking spaces were removed in East Oxford to make the cycle routes safer, the county should be prepared to take similar action to protect walking routes.</p>

(o67) Member of public, (Oxford, Sunderland Avenue)	Object – Parking should NEVER be allowed on the footway. This is a very dangerous precedent to set.
(o68) Member of public, (Oxford, The Grates)	Object – I live in East Oxford and official pavement parking is a real problem here - don't let it spread to other areas.
(o69) Member of public, (Oxford, Walton Street)	Object – No vehicles should be permitted to park on any pavement. If the traffic congestion is really so bad remove the parking bays entirely and widen the pavement partially.
(o70) Member of public, (Oxford, Walton Street)	Object – More parking spaces create less visibility for cyclists. We should make the city greener and more supportive for cyclists- not for cars
(o71) Local resident, (Oxford, Woodstock Road)	Object – It is bad enough for pedestrians to have to share footpaths with cyclists (whether or not on authorised shared footpaths) and the proposal for shared parking on the footpath is yet another erosion of safety for pedestrians.
(o72) Local resident, (Summertown, Blenheim Drive)	Object – It's a quiet no-through road, pavements should be for people not cars.
(o73) Member of public, (Thame, Chinnor Road)	Object – Cars should not be on pavements.
(o74) Member of public, (Wallingford, Old Icknield Way)	Object – Pavements are not for cars. They are meant for use by pedestrians only. If parked cars are blocking the road, then parking needs to be stopped. Simple.
(o75) Local resident, (Wolvercote, St Peters Road)	Object – Pavements are for pedestrians and not for the use of parking of a car which is a vehicle for the use of a few people while the pavement is used by many, even hundreds of people.

	<p>We should be encouraging sustainable methods of transport such as walking and pavement parking sends the wrong message that cars are more important than people.</p> <p>Pavement parking makes it difficult to use the pavement for disabled people in a wheelchair or on crutches and parents with pushchairs. Cars are for the privileged, while pavements are generally for the use of all and a common good.</p> <p>Pavements are generally wide enough for two people to walk side by side on and talk to each other. This happens often enough but is flexible. Cars always have this luxury and yet many car journeys are single occupancy. Why is the need of one person to have a car wide enough to sometimes accommodate multiple people and to park that somewhere being put above the needs of many members of the public?</p>
(o76) Member of public, (Woodstock, Bear Close)	Object – Although I cycle along Frenchay Road regularly, I strongly oppose any parking on any pavement. Cars take up enough space in the city without having them take over pavements as well. Please do not let this happen
(o77) Local resident, (Oxford, Bainton Road)	Partially support – Wider space for cars on Frenchay Road definitely needed, but the problem for pedestrians is that some of the neighbours don't trim their hedges in line with their boundaries. It is already the case that we have to walk closer to the parked cars now let alone if some of the pavement is removed.
(o78) Local resident, (Oxford, Frenchay)	Partially support – This proposal seems fine subject to ensuring there is adequate space for wheelchair users/mothers with prams to use the pavement safely across the Frenchay Road bridge.
(o79) Local resident, (Oxford, Frenchay)	Partially support – Good idea to widen because lorries are often stopped, but please do on path parking the other side of the road where it won't block the busy footpath
(o80) Local resident, (Oxford, Frenchay Road)	Partially support – Parking partially on the pavement makes movement with strollers or walk-aids more difficult. It also makes exit and entrance into the parking behind 37 Frenchay Road very difficult.

(o81) Local resident, (Oxford, Frenchay Road)	<p>Partially support – Please can I suggest that you put the parking partly on the pavement on the other side of the road. This is because the pavement on the proposed side continues over the canal bridge where everyone walks, whereas the pavement on the other side does not continue over the bridge and no houses open out on to that side of the pavement.</p>
(o82) Local resident, (Oxford, Frenchay Road)	<p>Partially support – We are broadly in favour of exploring the need for widening the road. However we have concerns for pavement users if it is narrowed further by the parking cars on the pavement. It is difficult to get prams / walkers passing / disabled vehicles as it is.</p> <p>We propose totally removing the permanent provision of parking outside 25-33 coloured red on plan. Alongside switching the existing parking (coloured green) on the north side of Frenchay Road and extent the provision of parking around the two EV spaces towards the junction with Hayfield Road to purely residential parking. Alternatively when funds allow consider creating a shared level road / pavement and reduce the width of the pavement on the north side of Frenchay Road and widen the provision on the south side.</p> <p>Finally, the emergency services like fire etc. are supposed to have access to Frenchay Road to the west of the the Oxford Canal via a gate, at the junction with Elizabeth Jennings Way. Maybe there needs a reminder of this route's existence to the relevant authorised users (normally the privatised utility companies sub contractors). Further for large deliveries/ removals to the houses and flats on this part of Frenchay Road the occupants be given the opportunity to open the gate for large vehicles (for specified reasons).</p>
(o83) Local resident, (Oxford, Frenchay Road)	<p>Partially support – I am a resident on the dead-end portion of Frenchay Road which is occasionally cut off by parking in the area concerned. The problem urgently needs addressing, since there is a repeated problem with larger vehicles not being access our properties (for deliveries, contractors working, etc.).</p> <p>However, the proposed changes would substantially block the footway on the south side of Frenchay Road. This connects directly with the footway on the Frenchay Road bridge over the canal, which only has a footway on the south side. As a result all the foot traffic uses this side the road.</p> <p>This foot traffic includes lots of families going to and from school with small children and prams. These groups will be forced into the road, as will wheelchair users and other people needing extra space on the footpath.</p>

	<p>By contrast, the footway on the north side of the road at this point comes to an immediate end at Frenchay Road bridge. As a result, it receives only very light use. Certainly almost no one crossing the bridge uses it, nor groups going to school.</p> <p>I suggest the move to placing parking partly on the footway should be applied to the parking bays on the north side of the road, not the south side as currently proposed. This would entail splitting the current 2-car electric charging bay into two separate bays, one on either side of the charging pillar on the footway. Otherwise, it would be very similar to the proposed change on the south side, save that it would have none of the damaging effects.</p> <p>In short, a measure here is definitely needed, and I am grateful to the local authority for proposing a change. However, making the change on the north side, although somewhat more complicated, would be very strongly preferable.</p>
(o84) Local resident, (Oxford, Frenchay Road)	<p>Partially support – I think it a good idea to widen the road as proposed. My only reservation is that the footway should be left wide enough for pedestrians and wheelchairs at this point. It is an important access route on foot to the canal bank pathways.</p>
(o85) Local resident, (Oxford, Stone Meadow)	<p>Partially support – I agree that given the traffic including large lorries that need access, the carriageway would ideally be wider. However, the path on the southern side of the road outside the houses is very well used by many residents of all ages, not only from Waterways, but by many visitors to the canal or Port Meadow via the canal, including many very elderly and disabled people from the surrounding area, often with carers, plus dog-walkers, often daily. It is also on the pedestrian school run and needs to accommodate prams. The path on the other side of the road is not used as it does not continue over the bridge and it is inconvenient to anyone going by foot into or out of Waterways. Why not change the other path to move the electric charging point further onto the pavement?</p> <p>Or redesign to make it a narrower pavement on that side? The proposed would be very detrimental to residents of the 500+ properties on Waterways. NB It is also the route to our nearest bus stop, and used daily by my husband and I. I would add that it is in a terrible condition and unsafe at present. A year ago I fell and sprained my ankle due to the uneven surface; fortunately a local doctor was driving by.</p>
(o86) Local resident, (Oxford, Bainton Road)	<p>Partially support – I see the need for better access for large vehicles and thus give partial support to this proposal, but my concern and reason for objection is that traffic will go even faster across the 'Give Way' junction between Frenchay Road, Bainton Road and Hayfield Road.</p>

	<p>Traffic on Frenchay Road is SUPPOSED to give way to north (Bainton Rd)-south (Hayfield Rd) traffic, but frequently it does not stop and just goes straight over the junction. I ride my bike every day on the north-south route and I often have to take evasive action from cars coming straight down Frenchay Road and crossing the junction at speed.</p> <p>I would support this parking bay modification IF and ONLY IF the 'Give Way' sign on the junction to the east of the bays was replaced by a 'STOP' sign.</p>
(o87) Local resident, (Oxford, Frenchay Road)	Support – I have a fairly large van due to a disability and it is often difficult to navigate this area
(o88) Local resident, (Oxford, Frenchay Road)	Support – The current positioning of the parking bays often results in parked vehicles restricting smaller cars and obstructing larger vans from passing through. It is crucial to make adjustments to increase the width and provide more space to ensure smoother traffic flow.
(o89) Local resident, (Oxford, Frenchay Road)	Support – the road is narrow and if there are larger vehicles or vehicles not parked precisely it is often difficult to manoeuvre through the middle. i also worry that emergency vehicles may also not be able to get through
(o90) Local resident, (Oxford, Frenchay Road)	Support – This proposal makes sense because the available road space is normally limited by the parking of vehicles both sides of the road, which restricts the space for vehicles and bicycles travelling over the bridge or to/from the sub station. One thing to bear in mind is that planting in the front gardens of the properties will need to be kept trimmed back off the pavement. Another option would be to create the 'parking bay' on the opposite side which is less used by pedestrians, but this would mean relocating the vehicle charging unit back away from the kerbside.
(o91) Local resident, (Oxford, Frenchay Road)	Support – We have encountered many occasions when vans and lorries have been unable to gain access to our houses west of the Frenchay Road bridge because of the current parking arrangements. We are also concerned about emergency access: although emergency vehicles should be able to open the bollards at the other end of the street, this could lead to delays, and we have read about cases where bollards could not be unlocked in other parts of Oxford (e.g. because of vandalism). We therefore strongly support the proposed movement of parking bays.

(o92) Local resident, (Oxford, Frenchay Road)	Support – As a resident of Frenchay Road, I am sometimes affected by this problem. My major worry would be in the event of an emergency situation, as emergency vehicles may not be able to get through.
(o93) Local resident, (Oxford, Frenchay Road)	Support – There have been cases when delivery vehicles could not get through. I worry in particular about access for emergency vehicles.
(o94) Member of public, (Oxford, Oakthorpe Road)	Support – It helps with safer flow of traffic
(o95) Local resident, (Oxford, Frenchay Road)	Support – There is real problem with large cars and delivery vehicles being able to get through when cars are parked on both sides of the road. Potentially dangerous. However I do not support cars partially parked on the footway as it is already quite narrow and difficult for pedestrians, wheelchairs, buggies etc . Suggest having no parking on that side of the road and residents parking either side of the EV station
(o96) Local resident, (Oxford, off Iffley Road)	Support – This will make it safer for cyclists and cars on the road.
(o97) Local resident, (Waterways, Elizabeth Jennings Way)	Support – I support this proposal as on many occasions it would be difficult or impossible for any emergency vehicles to get through the gap that is left by some people who park wholly on the street. It would be the same for any larger lorry for deliveries/removals. People just don't think about others these days so the thinking has to be done for them.
(o98) Local resident, (Oxford, Bainton Road)	No objection – The road is narrow and I worry that emergency vehicles find it difficult to get through. Often there are vans/big cars using the electrical chargers over night on the opposite side and this makes access to the Frenchay estate even more difficult.
(o99) Local resident, (Oxford, Frenchay Road)	No objection – Cycling past the road every day (and driving occasionally) and am aware of how tight the road gets. Improvement of flow would be much appreciated.