

This consultation illustrates just how unwilling Oxford's car-lobby campaigners are to engage with reality. There was a social media campaign urging people to object to all the measures in this consultation, but that was completely misleading, trying to scare people by giving the impression that hundreds of parking spaces were being removed and that they were being removed at shops and other destinations. At least one response is gobbledygook that has been generated by AI. And the response by ROX, accusing the council of "social engineering" for attempting to ensure access by fire engines, is not much better.

We support all these changes. I haven't visited every single one of the sites involved, but I have looked at the ones I couldn't get to on StreetView. Most of them are either necessary to ensure access by refuse trucks and emergency services, or have a clear safety rationale, keeping corners and junctions clear. However we have some suggestions as to alternatives to "no waiting at any time" double-yellow line restrictions.

The junction corners offer fewer options, but in some of these locations restrictions are being put in because there isn't enough width for cars to park without potentially blocking the road. There are, however, kerbside uses which take up less than the two metre width needed for car parking, and we think these should have been considered at least at the locations on Frenchay Rd, Jowett Walk and Park Town.

The most obvious use of kerbside space is for public cycle parking - simple Sheffield stands - for use by visitors but also by residents who may lack off-street parking. Oxfordshire has no tradition of putting in cycle parking on residential streets, but it is badly needed. On most streets there is nowhere for visitors to park, leading to cycles attached to lamp posts, street signs, fences and so forth, often blocking footways or obscuring street names. For comparison, Lambeth's kerbside strategy calls for public cycle parking every fifty metres on every street.

Given the desire to expand the hire cycle schemes, the other obvious use for kerbside space is for parking bays for hire cycles and scooters. That needs to be done on a much larger scale than this, but there is no reason not to look at individual sites if their use is being reconsidered anyway.

The Frenchay Rd location, for example, could easily accommodate a set of Sheffield stands for public cycle parking and a bay for a dozen hire e-bikes - with room left over for a bench or a parklet.