

**Divisions Affected – Bartlemas; Headington & Quarry; Jericho & Osney;
Marston & Northway; Parks; Summertown & Walton Manor**

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

11 DECEMBER 2025

OXFORD: VARIOUS LOCATIONS – PROPOSED ON-CARRIAGEWAY CYCLE PARKING

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the introduction of the following new on-carriageway cycle parking places, as advertised:**
 - i. Magdalen Road (South side) – on the existing kerbed build-out by Sidney Street,**
 - ii. Magdalen Road (North side) – in place of an existing ‘2hr shared-use’ car parking bay,**
 - iii. Boulter Street (West side) – in place of an existing ‘Permit holders only’ car parking bay,**
 - iv. Market Street (South side) – in an area of ‘No Waiting at Any Time’,**
 - v. Observatory Street (North side) – in place of an existing ‘1hr time-limited’ car parking bay,**
 - vi. St Andrews Road (North side) – cycles in place of an existing ‘2hr shared-use’ car parking bay,**
 - vii. Wilberforce Street (North side) – in place of an existing ‘3hr shared-use’ car parking bay.**
- (b) Approve the introduction of the new on-carriageway cycle parking place on Leckford Place (East side) – in place of an existing ‘2hr time-limited’ car parking bay, as amended.**
- (c) Defer a decision on the introduction of the new on-carriageway cycle parking place on Cherwell Drive service road (Southwest side) – in place of an existing ‘time-limited’ parking bay.**

Executive Summary

2. Oxfordshire County Council is working with Oxford City Council to deliver improved cycle parking infrastructure across Oxford. This programme responds to requests for additional cycle parking and targets key destinations and high-density residential areas, with the aim of supporting community benefit and encouraging a modal shift away from car dependency. The initiative is being funded by Oxford City Council through Community Infrastructure Levy (CIL) contributions. This is an ongoing project and Officers from both councils routinely assess requests for cycle parking on highway land, submitted by residents, councillors, businesses, and local organisations.
3. This report presents consultation responses on proposals to install secure, on-carriageway cycle parking at locations shown in **Annexes 1-9**. The proposals as advertised, would add approximately 28 new racks, creating space for 56 bicycles. The exact layout and design of the cycle parking spaces in each case will be refined ahead of installation in response to comments received during the consultation.
4. A breakdown of the proposed cycle racks that have been consulted on is provided below:

Location	Cycle racks proposed	Cycle parking spaces
Magdalen Road (South)	1	2
Magdalen Road (North)	3	6
Boulter Street	4	8
Cherwell Drive	4	8
Leckford Place	4	8
Market Street	2	4
Observatory Street	4	8
St Andrews Road	3	6
Wilberforce Street	3	6
TOTAL	28	56

Corporate Policies and Priorities

5. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*

(2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

(3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

6. The Strategic plan is committed to continuing the rollout of the Local Transport and Connectivity Plan, which aims to cut carbon emissions from transport by encouraging people to use public transport, cycling, and walking instead of driving.
7. The Local Transport and Connectivity Plan states how effective parking management will contribute to Oxfordshire County Council's targets to replace or remove 1 out of every 4 current car trips and increase the number of cycle trips from 600,000 to 1 million per week by 2030. It states that providing more convenient, secure and accessible cycle parking will be a critical part of increasing cycling in the county and making it a natural first choice for journeys, along with taking measures to reduce and restrict car parking availability.
8. Policy 33 states that the council will ensure parking requirements of all modes of transport are considered, in line with the council's transport user hierarchy.
9. Action 12 in the supporting Central Oxfordshire Travel Plan states that Oxfordshire County Council will deliver increased cycle parking at key destinations in Oxford, including for non-standard bikes, and that current demand for cycle parking in the city exceeds the formal provision. It also states the importance of providing secure cycle parking close to homes to increase cycling.
10. Oxfordshire County Council's Active Travel Strategy states that there is a need to introduce secure cycle parking in existing housing and at destinations such as shops, workplaces, and leisure facilities. It also states that the availability of free or low-cost car parking at destinations is a major factor in generating car journeys, and therefore reducing and restricting car parking availability are essential measures to encourage behaviour change. Actions 9.1 and 9.2 highlight Oxfordshire County Council's commitment to increasing on-street public cycle parking in areas of high demand and key destinations.
11. The proposals in this report align with the above corporate policies and priorities by providing secure cycle parking in areas of unmet demand at key destinations and in residential areas.

Financial Implications

12. Funding for consultation on the proposals (and implementation if approved) has been provided by the Oxford City Council Community Infrastructure Levy 'City Cycling Infrastructure Fund'.

Legal Implications

13. 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.
14. 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.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications, with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Place Planning - Central' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

15. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals. An Equalities Impact Assessment has been carried out, and this can be found at **Annex 11** (see corresponding document).

Sustainability Implications

16. The proposals in this report will help to provide additional cycle parking in Oxford for both residents and visitors to the city. This will help to encourage people to choose cycling as a form of sustainable transport for everyday journeys and supports Oxfordshire County Council's Local Transport and Connectivity Plan which includes Oxfordshire-wide targets to.

(a) Replace or remove 1 out of every 4 car trips by 2030

(b) Reduce car vehicle miles driven by 20% by 2030

- (c) Increase number of weekly cycle trips from 600,000 to 1 million by 2030
- (d) Deliver a net-zero transport network by 2040

17. A Climate Impact Assessment has been carried out, and this can be found at **Annex 12** (see corresponding document).

Risk Management

18. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

19. A formal consultation was carried out between 25 September 2025 and 24 October 2025. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees and key stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, relevant local City & District Councillors, and the local County Councillors representing the divisions affected.
20. Letters were sent to 609 addresses in the immediate vicinity, and public notices were displayed at the site of each proposal
21. During the course of the formal consultation, 206 responses were received via the online survey, and these are summarised in the table below:

Proposal	Support	Partially support / concerns	Object	No objection / No opinion
Magdalen Road (south side)	128 (62%)	5 (2%)	19 (9%)	54 (26%)
Magdalen Road (north side)	130 (63%)	2 (1%)	15 (7%)	59 (29%)
Boulter Street	123 (60%)	2 (1%)	16 (8%)	65 (32%)
Cherwell Drive	121 (59%)	4 (2%)	25 (12%)	56 (27%)
Leckford Place	129 (63%)	5 (2%)	27 (13%)	45 (22%)
Market Street	134 (65%)	4 (2%)	12 (6%)	56 (27%)
Observatory Street	129 (63%)	4 (2%)	21 (10%)	52 (25%)
St Andrews Road	120 (58%)	4 (2%)	20 (10%)	62 (30%)
Wilberforce Street	122 (59%)	4 (2%)	17 (8%)	63 (31%)

** All percentages rounded to nearest whole number*

22. Of the online responses, 135 respondents (66%) made supportive comments about the proposals, either general comments supporting the provision of on-carriageway cycle parking in Oxford or specifically mentioning one or more of the locations.

23. 58 respondents (28%) raised concerns around the loss of car parking both for residents and businesses. There were also concerns raised by a smaller number of respondents about the safety of the proposals in Cherwell Drive (four) and St Andrews Road (two), one concern that the proposals would increase congestion, one concern that proposals will inhibit emergency vehicles, and one concern that the roads were too narrow for cycle parking.
24. Additionally, a further 13 responses were received directly via email/letter. These responses are summarised in the table below:

Stakeholder	Location	Summarised response
Road Haulage Association	All	No objection but requests that proposals don't impede loading for adjacent properties.
Oxford Pedestrian Association	All	Supports proposals as they will not impede pedestrians on the footway.
Oxfordshire Liveable Streets	All	Supports proposals as it will increase cycle parking capacity at key destinations with high demand and support local businesses. Supports the precedent set for reallocating car parking spaces for cycle parking.
Local resident (Boulter St)	All, with focus on Boulter St	Supports provision of cycle parking but objects to proposals as they replace limited car parking. Provides suggested alternatives.
Thames Valley Police	All	No objection but requests security is considered in proposals to deter theft.
Local business	Cherwell Drive	Objects to proposal due to proposed reduction in time-limited car parking, potential impact on business and safety risk. Supports improving cycling infrastructure but requests alternative location on footway. Petition signed by approx. 250 customers attached (see annex 14).
Local resident	Leckford Place	Objects to proposal due to proposed reduction in car parking which is used by residents and visitors to Wyndham House.
Local resident	Leckford Place	Supports proposal due to providing cycle parking that visitors to the Gardener's Arms can use, reducing number of cycles locked to street furniture in the footway.
Magdalen Road Village organising committee	Magdalen Road	Supports installation of on-carriageway cycle parking in Magdalen Road but also suggested alternative locations.
Friends of Old Headington	St Andrews Road	Supports proposal to install on-carriageway cycle parking but also suggested alternative locations.
Headington Liveable Streets	St Andrews Road, Wilberforce Street	Supports proposals to introduce on-carriageway cycle parking in Headington and in the roads proposed. Has also suggested alternative locations but support proposals.

Road Haulage Association	All	No objection but requests that proposals don't impede loading for adjacent properties.
Oxford Pedestrian Association	All	Supports proposals as they will not impede pedestrians on the footway.

25. A letter of objection was submitted by the owner of a local business and an accompanying petition was also provided. Officers confirm that the petition includes approximately 250 separate signatures, with accompanying comments. These highlight strong opposition from customers to this business, and Officers have carefully considered these views. The petition has been provided to the Cabinet Member for consideration.
26. The full responses are shown in **Annex 10**, 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

27. Officers acknowledge and welcome the alternative locations for cycle parking submitted by Magdalen Road Village Organising Committee, Friends of Old Headington, Headington Liveable Streets, a resident of Boulter Street, and a local councillor.
28. The purpose of this consultation and the proposed Traffic Regulation Order (TRO) changes is to gather views from affected parties to inform the Cabinet Member's decision on the proposals advertised, rather than to identify alternative schemes. Officers have reviewed the suggested alternatives and note that some may be viable, but they do not raise concerns with the current proposals that would warrant a change in recommendation. The viability of the suggested alternatives will be explored further and added to the working programme for consideration in future proposals. If progressed, Officers will engage with these stakeholders to develop the options further.

General comments, concerns, and objections:

29. Cyclox have stated that they would like to see 1.2m spacing between racks, and Bilton stands installed. Spacing of 1.1m has been proposed to strike a balance between providing sufficient space between racks (LTN 1-20 states a minimum of 1.0m but recommend 1.2m) whilst also maximising the footprint in the proposal to address the overall demand for cycle parking. All spacing and final detail of the cycle racks within the footprints are subject to change following the consultation and before installation works begin. Officers confirm that Bilton stands will be installed on proposals that are approved and will ensure that future proposals clearly state the type of cycle stand proposed.
30. In response to the Road Haulage Association, the proposed locations for cycle parking have been chosen where it will replace existing car parking on 7 of the 9 locations and therefore do not impede any dedicated loading areas. The

exceptions are Magdalen Road (south side) and Market Street where they replace areas of 'No waiting at any time' and are not impeding any loading activities to nearby businesses.

31. In response to Thames Valley Police, security is an important consideration when Officers assess potential locations for cycle parking. Whilst Officers can't guarantee that all the proposals are in sight of CCTV, the locations have been proposed as they offer convenience for users and a level of natural surveillance from adjacent properties and activities.
32. In response to concerns raised across all the proposals on the reduction of car parking, Officers have proposed these locations in accordance with the objectives of the scheme and county council policies that aim to reduce the number of car trips and increase cycling across the county. Reallocating road space is an equitable and effective way to support sustainable travel. Officers consider the proposed reduction in car parking is appropriate, with typically a loss of a single car space in each location, whilst enabling multiple cycle racks in the same space. This is a more efficient use of limited kerbside space. In the locations close to local businesses, this offers potential benefits by increasing the number of possible customers accessing that space. In the locations in residential areas, the proposals provide secure cycle parking for multiple residents where currently only one household may benefit from a car parking space

Magdalen Road (South side):

33. Officers confirm the existing tree on the kerb build-out will not be removed as part of the proposal and will ensure plans show this more clearly in future.
34. Oxford Liveable Streets support the proposal but raised a minor concern that it is on a pedestrian desire line. The cycle rack is proposed away from the main footway and Officers don't feel it presents a significant enough barrier to pedestrians to not approve

Magdalen Road (North side)

35. The main objections raised relate to the loss of car parking. Officers consider the proposal is appropriate as it replaces approximately one car space with secure parking for up to six bicycles, responding to demand in this area. The location is close to several businesses, where additional cycle parking can support customer access and sustainable travel. Approximately 40 metres of '2hr shared-use' car parking will remain on this section of Magdalen Road between Hurst Street and Stanley Road if the proposals are approved.

Boulter Street

36. The main objections concern the loss of 'permit holders only' car parking. The proposal originated from a resident request and received support from several Boulter Street residents during consultation. Respondents highlighted the absence of cycle parking on the street and the lack of private space within

properties for secure bicycle storage. A site visit confirmed this demand, with Officers observing 13 bicycles locked to street furniture on the footway, creating obstructions for pedestrians on an already narrow pavement. Under the proposal, 7.2m of 'permit holder only' car parking would be replaced with space for up to 8 bicycles. The location proposed on the street is in a convenient location for residents with natural surveillance from properties.

37. Officers acknowledge the concerns raised regarding non-permit holders parking in permit holder spaces and the potential impact of removing an additional space. Officers do not consider this sufficient reason to amend the proposal, as it meets the scheme's objectives to provide cycle parking where there is clear demand from residents. Installing secure cycle parking in residential areas can encourage a shift toward sustainable travel and reduce car ownership over time, which may help alleviate parking pressures in the long term. Officers understand this does not resolve current concerns and will raise the issue with the Parking and Enforcement team.
38. A resident raised a concern that the proposed cycle parking in Boulter Street may lead to bikes being abandoned. Oxford City Council removes bicycles from public areas if they are considered abandoned. Once an abandoned bicycle is identified, there is a process in place to have it removed after seven days. People can read more and report an abandoned bicycle on the Oxford City Council website here: <https://www.oxford.gov.uk/street-cleaning/report-abandoned-bicycle>
39. Officers acknowledge that Boulter Street was recently included in the "*East Oxford CPZ – proposed parking restriction amendments*" proposals and consultation, which also suggested additional cycle parking. Those proposals will be considered at a future CMD meeting, and feedback from this consultation will be shared with the Officers leading that work. However, based on the reasons outlined in this report, Officers recommend that the cycle parking proposed here be approved.

Market Street

40. Oxford Liveable Streets support the proposal but were concerned that the proposed western stand may be awkward to access and suggested it should be angled in the opposite direction to the eastern stand. Officers have taken this on board and updated the plans to reflect this change which will be used for installation if approved. as shown in **Annex 13**.
41. A respondent objected to the proposal on the grounds that it would adversely affect patients trying to access Northgate Health Centre on Market Street. Officers confirm that the proposal is to replace an area of 'No Waiting at Any Time' and that the racks are proposed to be installed between the existing planters. This is not an area where cars can currently park (including Blue Badge Holders) and won't impact those visiting the health centre

Observatory Street

42. A small number of objections have been raised on the grounds that the proposal replaces time-limited car parking. The proposed installation of cycle parking in the carriageway near Walton Street is considered an appropriate and proportionate solution. By reallocating approximately one car parking space to provide secure cycle parking for multiple bicycles, it provides additional cycle parking capacity in a particularly busy destination in the city with multiple businesses providing offerings in the day and evening. It also addresses an issue raised by residents regarding pavement obstruction caused by bicycles locked to railings and street furniture. This issue particularly affects less able residents, wheelchair users, and parents with pushchairs, who are sometimes forced into the carriageway, creating a significant safety risk.

St Andrews Road

43. While some residents and businesses expressed concerns about the loss of car parking and potential impacts on access to the church and pub, Officers note that the proposal will provide much-needed cycle parking for visitors and customers, supporting the church and local businesses by encouraging sustainable travel. The removal of one car parking space is considered proportionate.
44. Oxfordshire Liveable Streets support the proposal but have raised a concern about the volume of vehicles on St Andrews Road potentially making users of the cycle parking feel uncomfortable or at risk. Some residents have also raised concerns around the speeds of vehicles on St Andrews Road and again highlighting the potential risk to those using the cycle parking. A member of Oxfordshire County Council's Traffic and Road Safety team attended the site visit during the assessment of this location and was involved in developing the plans.
45. To improve safety and visibility, reflective, cast-iron bollards are proposed at either end of the cycle parking bay. The proposed bay occupies an existing car parking space, so the experience for pedestrians and other road users will be similar to what occurs when people enter or exit a parked car in this location. If the proposal is approved, Officers will review the design with the Road Safety team again before installation to determine whether any additional measures are appropriate. Officers also note residents' requests for traffic calming in this area. While this falls outside the scope of this project, Officers will discuss this for consideration in future schemes

Wilberforce Street

46. Officers acknowledge the concerns raised by the landlord of the Butcher's Arms regarding the loss of non-resident parking near their business. The proposal reduces the short-stay car parking on that side of the road from 24 metres to 19 metres, which equates to the removal of approximately one car parking space. In its place, the scheme will provide secure cycle parking for up to six bicycles, providing an increase in potential customers.

47. Some respondents have suggested that cycle parking is unnecessary because cyclists currently lock their bikes to railings or street furniture when visiting the pub. Officers consider this to be a strong justification for providing on-carriageway cycle parking, as it demonstrates that cyclists are already travelling to the pub as a destination but lack appropriate facilities

Leckford Place

48. Officers acknowledge the concerns raised by residents of Wyndham House regarding the replacement of a car parking space that can be used by residents, visitors, carers, and disabled users. The proposal does not impact the dedicated disabled parking bay outside Wyndham House, which will remain in place. Additionally, residents can apply for visitor parking permits through Oxfordshire County Council, allowing visitors to use permit-holder-only parking spaces within the controlled zone. Care workers providing domiciliary care in Oxford City may be eligible for parking permits, which would allow parking for up to three hours in time-restricted bays, resident permit holder bays, and double or single yellow lines where there is no loading ban or clearway in operation.
49. Respondents highlighted that short-stay parking bays on Leckford Place are often occupied by skips and work vans. Skips placed in parking bays require a license which involves an application, a fee, and formal approval. Residents can report issues within a controlled parking zone to Oxfordshire County Council's 'Civil Enforcement Team'.
50. Concerns have been raised from some respondents about the proposal to replace a time-restricted car parking space that they use to drive children to the local school and/or nursery. Policy 11 in Oxfordshire County Council's Local Transport and Connectivity Plan (LTCP) specifically supports sustainable travel to schools, aiming to reduce car journeys and encourage active modes such as cycling. Oxfordshire County Council also has a duty under the Education Act 1996, to promote the use of sustainable travel on journeys to and from places of education, as stated in Oxfordshire County Council's Sustainable School Travel Strategy 2024-25. Providing cycle parking in this location would remove barriers for families who would like to cycle on their journey to the school but lack the secure facilities to do so.
51. Officers also recognise the strong support expressed by multiple residents for the proposal, particularly due to concerns about bicycles being locked to street furniture and railings when visiting the pub, which obstructs pavements and creates accessibility issues. Providing secure cycle parking on-carriageway will help address these problems and encourage more considerate parking.
52. One resident noted that while they support the proposal, installing four racks would leave insufficient space for two cars to park in the remaining bays. Officers have amended the proposal to three racks in response to this feedback. This adjustment will leave approximately 10 metres of two-hour car parking space for vehicles.

53. Therefore, Officers recommend that the Cabinet Member approve the amended proposal for Leckford Place, as shown in **Annex 14**.

Cherwell Drive

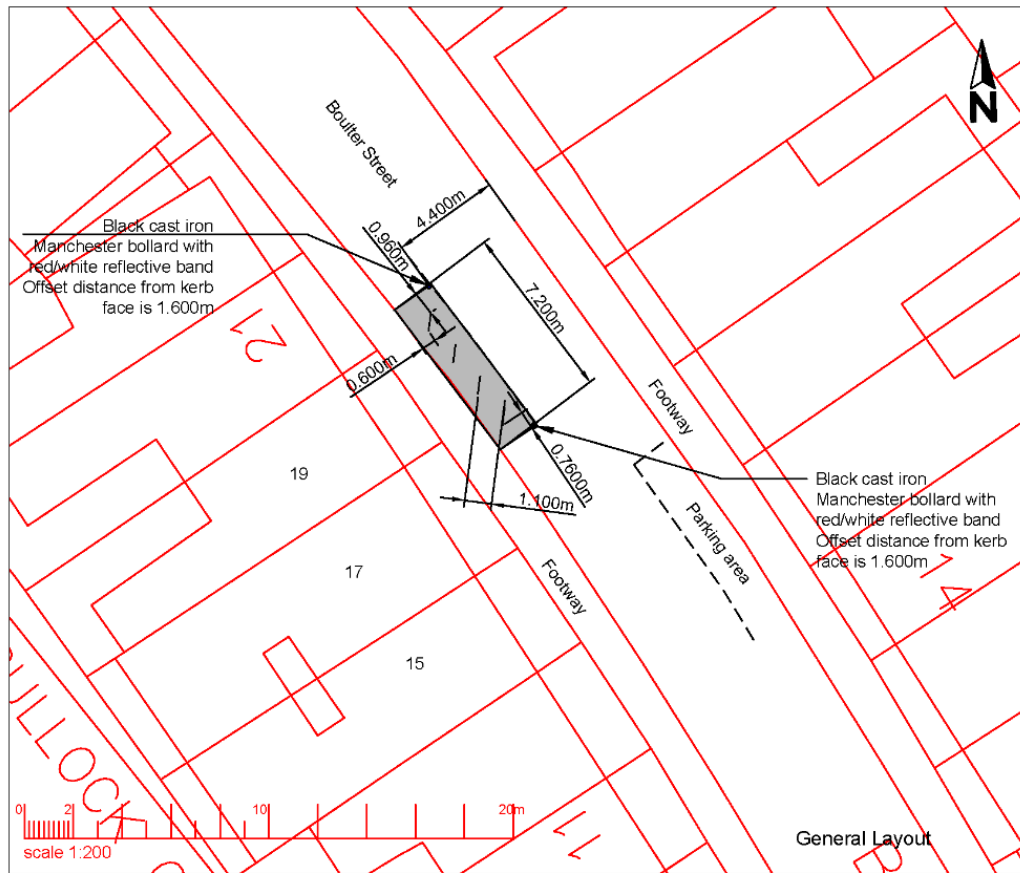
54. Officers acknowledge the concerns raised that reducing car parking in this location could negatively impact local businesses. The proposal was developed on the back of a request from the local councillor for additional cycle parking in this area. It is a popular destination for shopping and other services and there is demand for additional cycle parking demonstrated by existing racks being at full capacity and multiple bikes locked to street furniture. The proposal would provide secure cycle parking for up to eight bicycles while reducing the total length of time-limited car parking from 123 metres to 117 metres (approximately one car length).
55. Safety concerns were also raised by respondents and the local councillor, citing cars driving at dangerous speeds on the service road. Officers carried out a site visit with a member of Oxfordshire County Council's Traffic and Road Safety team before developing the proposal and Officers will discuss these issues again to ensure all feedback is fully considered.
56. As a result of the consultation responses received, Officers are recommending that the Cabinet Member defers the decision on this proposal to a future meeting. This will allow Officers more time to assess all options, engage further with stakeholders, and conduct an additional site visit to review safety and alternative solutions.

Paul Fermer
Director of Environment and Highways


Annex(es):	Annexes 1-9: Consultation plans Annex 10: Consultation responses Annex 11 (<i>separate document</i>): Equalities Impact Assessment Annex 12 (<i>separate document</i>): Climate Impact Assessment Annex 13: Amended plan for Market Street Annex 14: Amended plan for Leckford Place Annex 15 (<i>separate document</i>): 'Friends of Old Headington' full consultation response Annex 16 (<i>separate document</i>): 'Headington Liveable Streets' full consultation response Annex 17 (<i>separate document</i>): 'Magdalen Road Village' full consultation response
Other Documents:	Petition provided to Cllr Gant

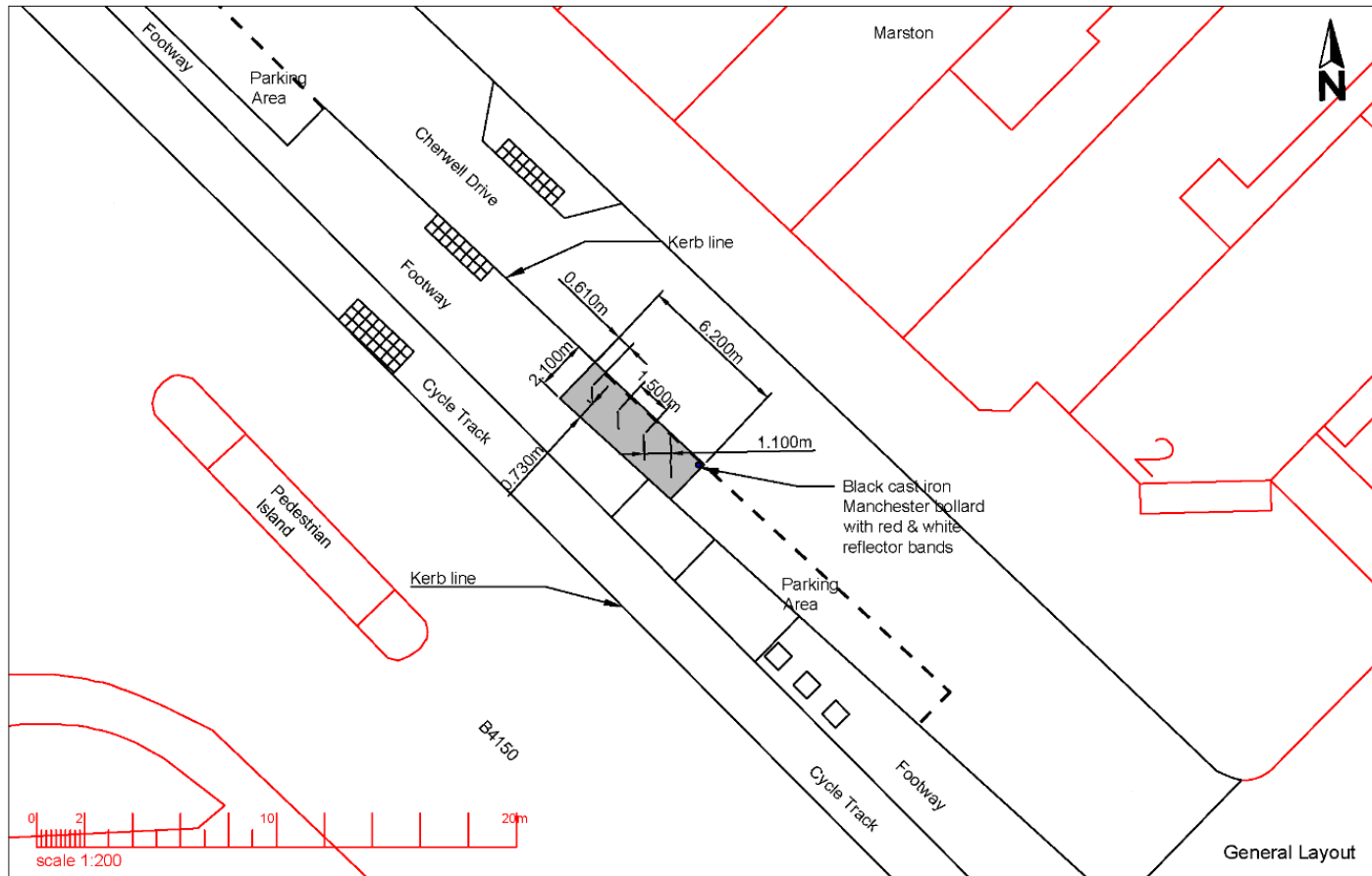
Contact Officer(s): James Moore (Transport Planner – Place Shaping)

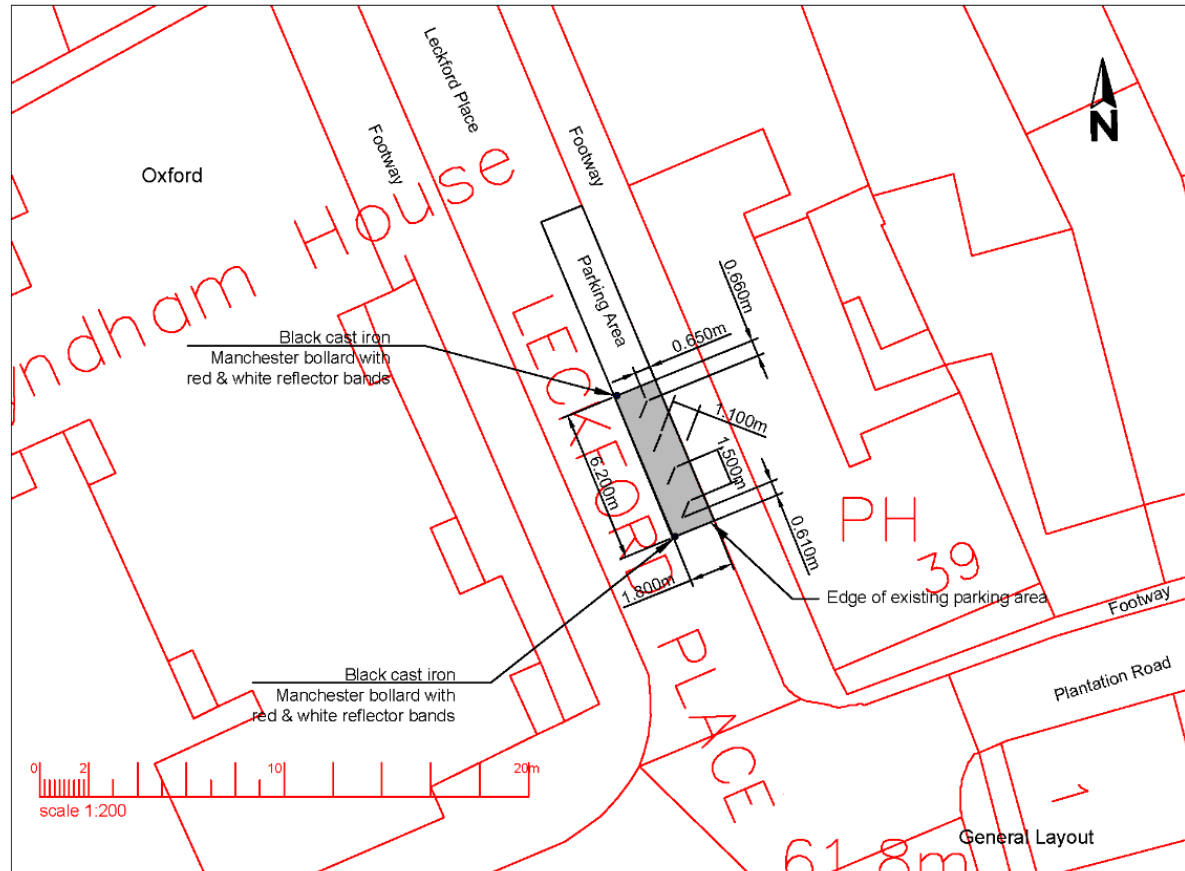
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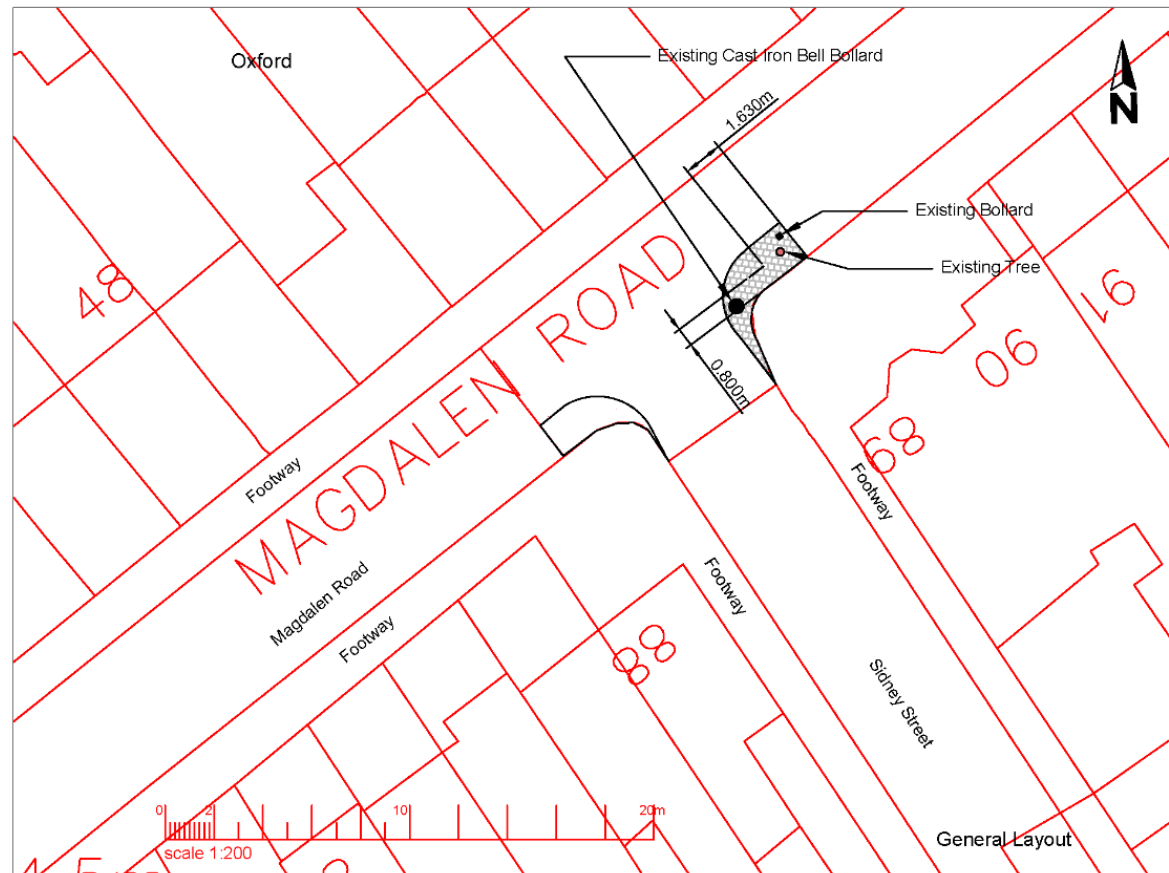
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

**OXFORDSHIRE
COUNTY COUNCIL**

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Oxfordshire County Council
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Tel: 0145 310 1111

Project title
Oxford City
Proposed Cycle Racks

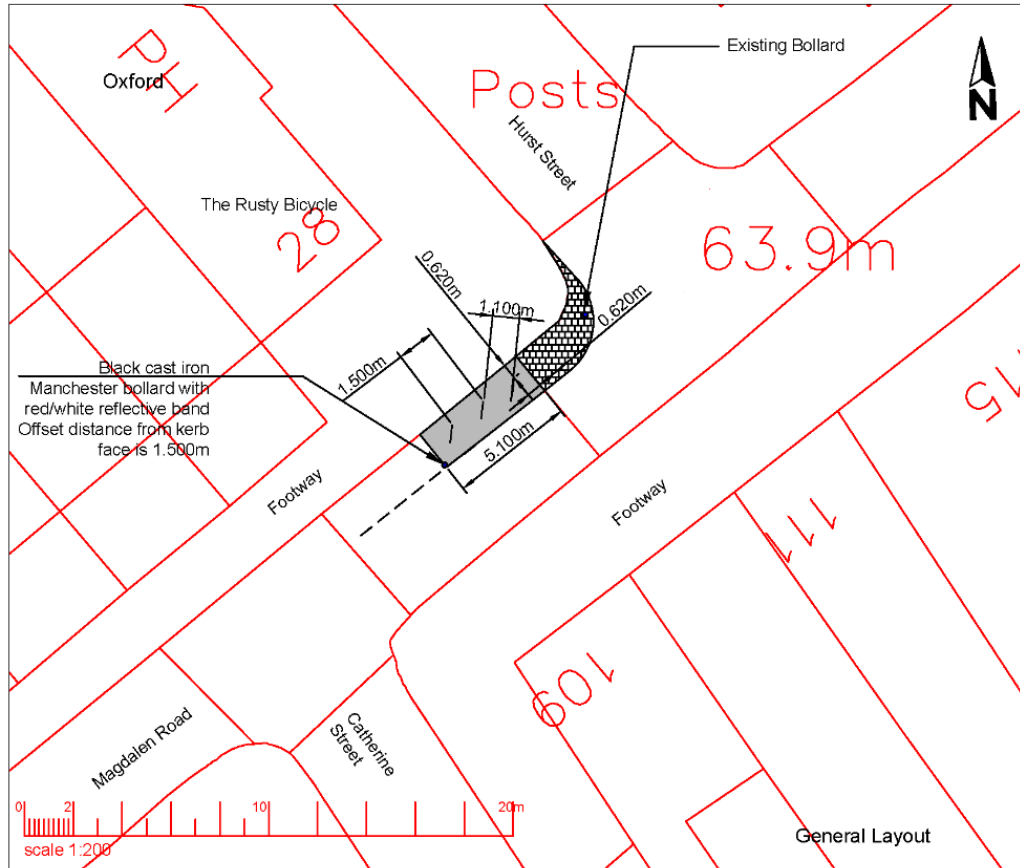
Drawing title
Magdalen Road
Sidney Street

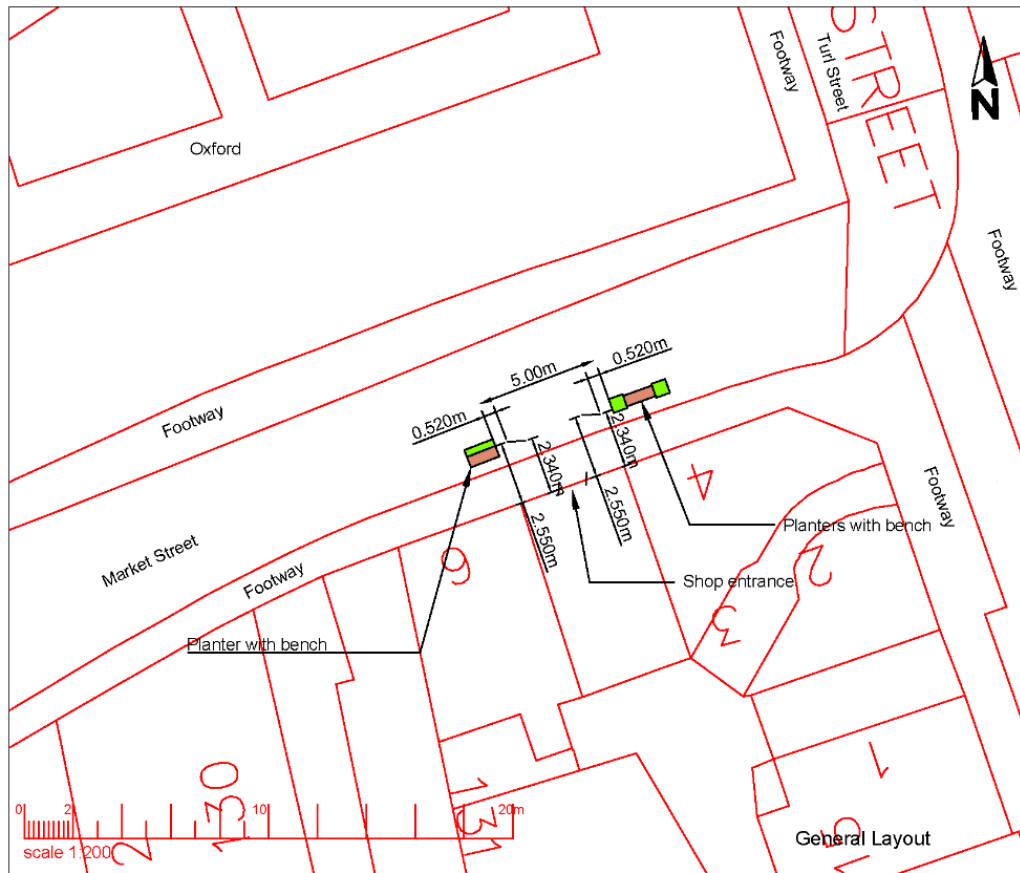
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Oxfordshire Project No. & File Ref

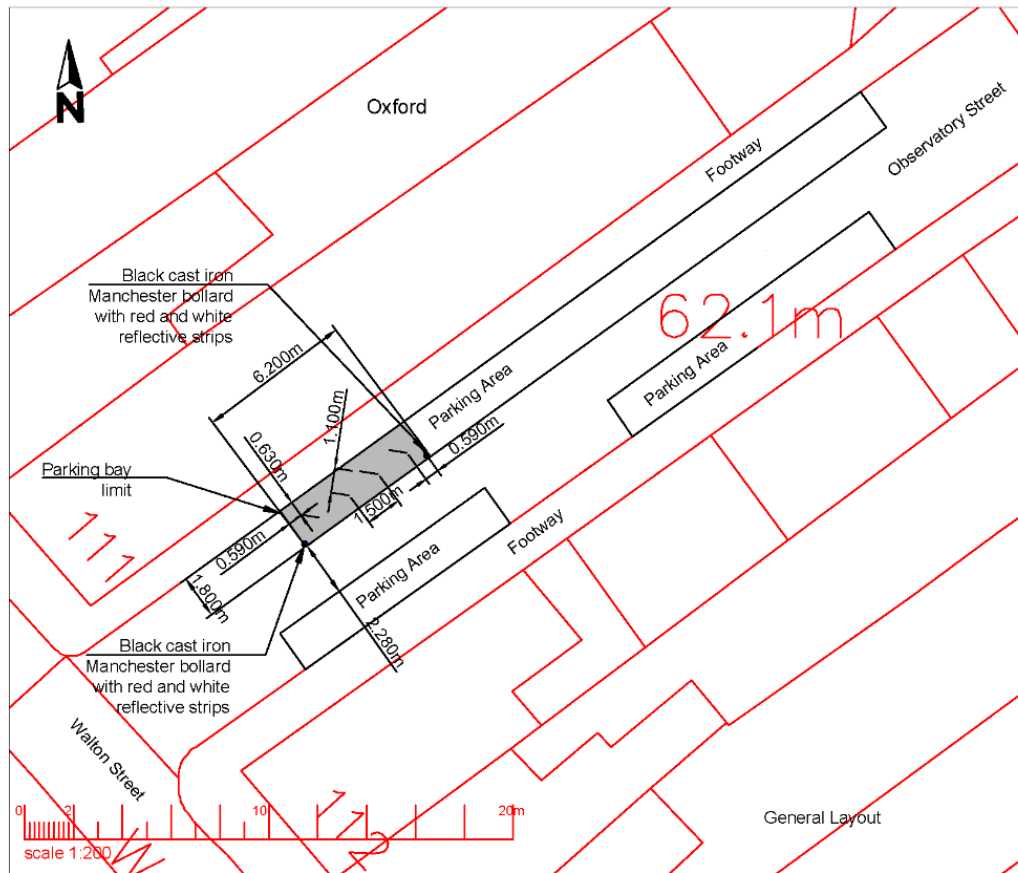
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<p>Notes</p> <p>1. The proposed cycle parking area is within the existing car parking area at the location. This will reduce the existing car parking capacity by one vehicle.</p>															
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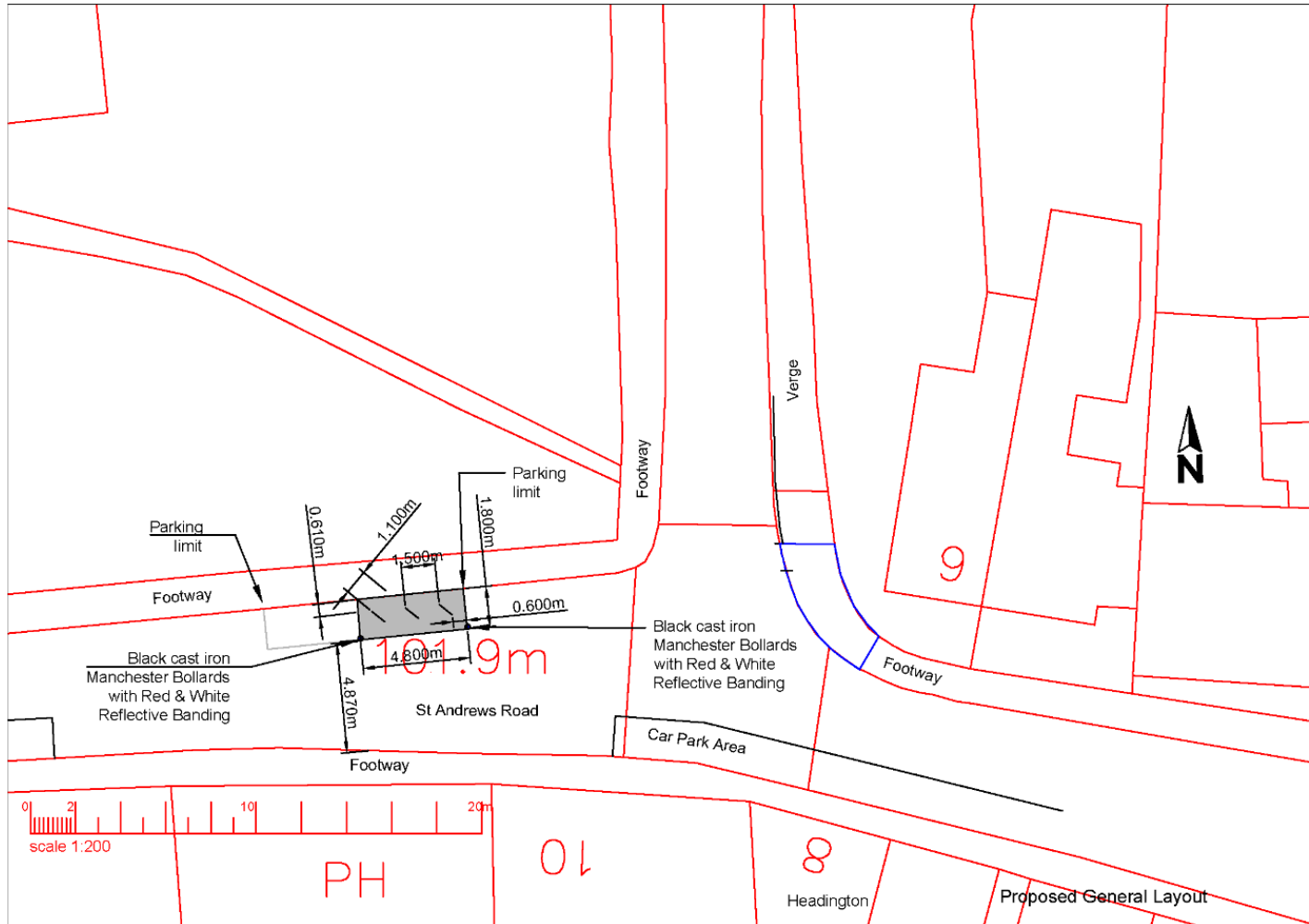


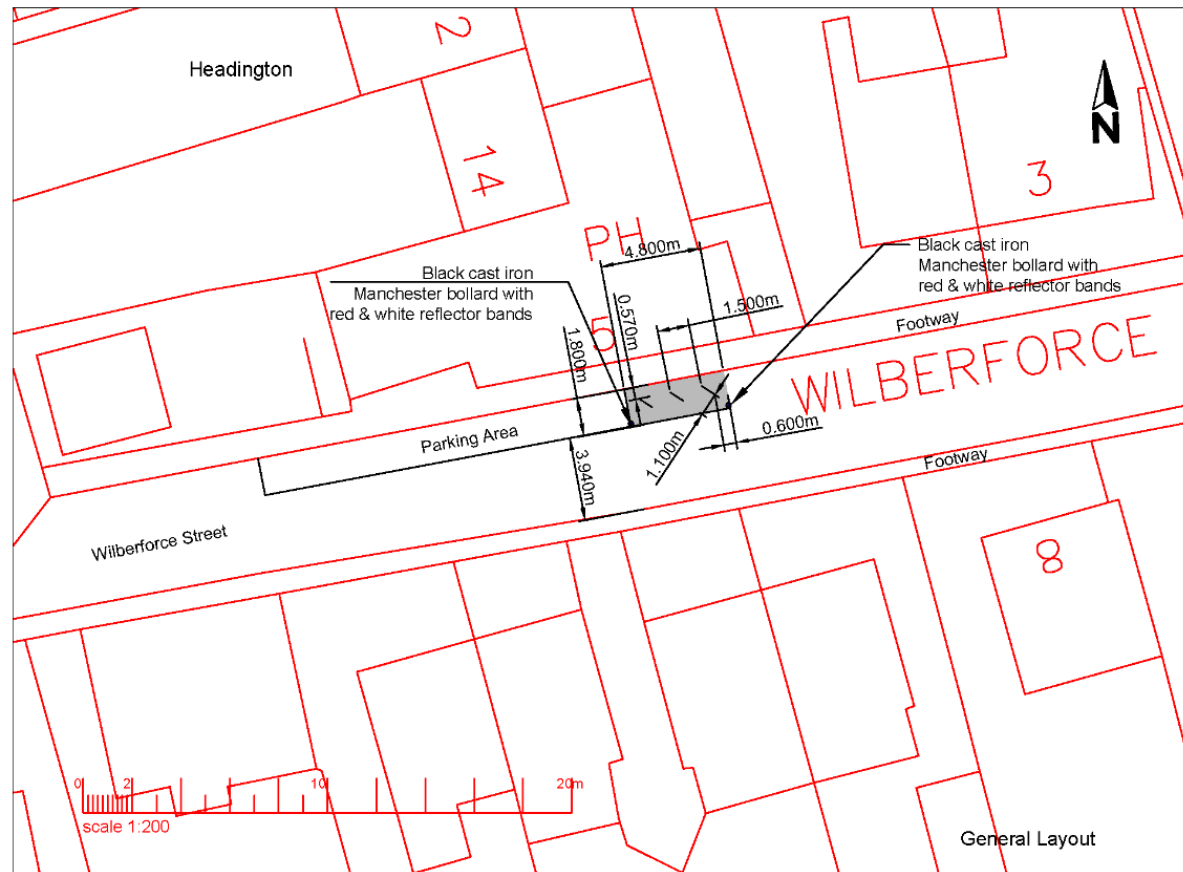
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A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – This response is similar to a recent response to The City Council regarding safe positioning of new Cycle parking. In principle the Police do not object, but ask that following is always considered with any future cycle parking areas.</p> <p><i>“Whilst Bicycle Theft is currently down so far this year compared to last, we have still have 173 bicycle thefts reported in Oxford City Centre since April 2025.</i></p> <p><i>If the right crime prevention and security for bikes was in place and the on-street parking bays were placed strategically under observation from a CCTV camera it would be more suitable. Bikes are often high value and they are easy to steal.</i></p> <p><i>I do get asked by MPs and Counsellors what the police are doing around theft of bicycles, these offences are often challenging to investigate due to a lack of CCTV evidence or witnesses hence why I would recommend that the location of bike stands are strategically located to provide that additional security prevention of CCTV. (And it would be ideal to advertise that they are covered by CCTV, if they are).”</i></p>
(e2) Regional Operations Manager, (Road Haulage Association)	<p>No objection – however, it is imperative that these proposals do not impede any loading or unloading access to the properties in these locations.</p> <p>It is important that delivery drivers can deliver, load and unload without any obstruction and there is adequate provision to do so.</p>
(e3) Local group/organisation, (Oxford Pedestrians Association)	<p>Support – Oxford Pedestrians Association supports measures to increase active travel.</p>

	<p>We are very pleased to see that bicycle parking will be installed on the carriageway, rather than reducing space for pedestrians on the pavement. We would like to see space on the carriageways rather than pavements for e scooters and e bikes as well.</p>
<p>(e4) Local group/organisation, (Friends of Old Headington)</p>	<p>No objection – a response from the Friends of Old Headington that is neutral - we favour the proposal to install cycle stands, but think that other locations can be considered. A number of alternative locations are considered and doubtless there are other possibilities e.g. by swapping allocation between visitor, resident, and DYL spaces. Concerns were expressed on behalf of the pub and the church about losing a visitor space at that location, with there being so few visitor spaces in the neighbourhood. We favour A, D or H in the attached document, and if the proposal put forward is to be changed we would be glad to have the opportunity to explore options that are good for the Conservation Area and for local stakeholders. While it might not be the best location for bike stands for the White Hart, there is a real need for the junction of Old High Street and St Andrew's Road/Barton Lane to be improved for pedestrian access.</p> <p><i>(See additional comments at Annex 15)</i></p>
<p>(e5) Local group/organisation, (Headington Liveable Streets)</p>	<p>Support – Headington Liveable Streets (HLS) is submitting comments only on the two proposed cycle parking locations in Headington: St. Andrew's Road and Wilberforce Street.</p> <p>As a general comment, HLS is strongly supportive of the Council's proposals to introduce new on-carriageway cycle parking in Headington generally and on the two proposed roads specifically.</p> <p><i>(See additional comments at Annex 16)</i></p>
<p>(e6) Local group/organisation, (Oxfordshire Liveable Streets)</p>	<p>Support – We support the provision of cycle parking at all of these locations.</p> <p>These schemes will provide a welcome boost to local businesses: the shortage of cycle parking at the Rusty Bicycle (Magdalen Rd) is notorious, the Cherwell Drive and Observatory Rd parking will help with the chronic shortage at the Marston shops and on Walton St, and the White Hart (on St Andrews Rd), Butchers Arms (Wilberforce St) and Gardeners Arms (Leckford PI) pubs currently have no cycle parking at all. Two more stands on Market St and one on Magdalen Rd (Sidney St) will hardly satisfy the demand there, but will help.</p>

The Boulter St scheme is presumably driven by residents. The small or absent front yards make this important for them, but also vital for visitors. This sets an important precedent: there should be cycle parking like this every hundred metres on residential streets, which should be in our kerbside strategy or Street Design Guide.

These schemes also set an important precedent for reallocating car parking spaces to allow cycle parking to be put in on-carriageway.

A few comments and suggestions:

- * With the Market St stands, it seems likely to be difficult to access the footway side of the western stand, with the "open angle" of the stand blocked by the planter. It is a little unorthodox, but it might work better if that were angled in the opposite direction to the eastern stand.

- * All of these schemes are on low traffic streets except the one on St Andrews Rd. The Telraam there seems a bit flaky, but suggests flows up to 3000pcu/day with regular peaks over 300pcu/hour. So using the proposed cycle parking there may feel uncomfortable, perhaps even slightly dangerous. In this case I think "decide and provide" is adequate justification for proceeding - there are other reasons we want to reduce traffic on this route and the Headington LTNs would do that.

As a policy, I suggest that for the purposes of putting cycle parking on carriageway, a 2000pcu/day "low traffic" threshold be used, matching the one in LTN 1/20 for mixing cycling with motor traffic. In the longer-term, streets with more traffic than that are either side streets that need traffic reduction or main roads that should have cycling infrastructure, which will probably require any space that could be used for on-carriageway cycle parking.

- * The single stand proposed for the corner of Sidney St and Magdalen Rd would block on a pedestrian desire line, but it's a pretty low-frequency one so this is not critical. In general, however, it might be best to avoid using small built-out corners like this for cycle parking: as well as potentially being used by pedestrians, they require people parking on them to be aware of vehicles coming from three directions.

And some ideas for improving the consultation:

- * It would have been good to have a map or maps showing the location of the sites within the city, as the diagrams provided are not that easy to read and don't show the context - in particular where the local shops are. Visitors to Walton St, for example, might not realise that the cycle parking proposed for Observatory St would be useful for them.

	<p>* A brief explanation of why each location has been selected would also be helpful. Opposition to the loss of car parking spaces is likely to be much lower if it is made clear that the goal is to support local businesses and especially pubs. This could even have been branded as a "cycle to your pub" scheme.</p>
<p>(e7) Local group/organisation, (Magdalen Road Village)</p>	<p>Support – We support the installation of more on-street bike parking on Magdalen Road. However, if it is to meet the needs of the local residents and businesses then more thought needs to be given to where it is located. Note: in the emerging Local Plan, Magdalen Road is newly designated as a 'Local Centre' under Policy C1.</p> <p><i>(See additonal comments at Annex 17)</i></p>
<p>(e8) Local resident, (Oxford, Boulter Street)</p>	<p>Object – I am a resident of Boulter Street, environmentally aware, drive an electric car and actively cycle whenever possible. As a resident it is extremely challenging to find a parking space on occasion. Enforcement of the parking restrictions is sporadic and irregular and therefore often abused. A difference of only one or two vehicles held by residents in the street makes a considerable difference. The quantity of student housing in this road in particular is substantially above the ratio targeted by the council in recent years. Therefore, a number of the vehicles parked arrive at the start of term and do not move for the duration. At least one of the HMO's has been recorded as unlawful on the planning portal but no action has been taken.</p> <p>Thus car parking MUST be assessed during term time. I note the timing of this communication is at the end of the long summer vacation just before the students return to fill the residents parking bays.</p> <p>I am very much supportive of increasing publicly available cycle parking. I believe that it is under provided at the moment in particular in residential areas and would be appreciated by many of the residents and visitors. However, the proposed implementation attacks the car user who is already heavily targeted and restricted by standing policies. The word persecuted is often used. The number of resident parking bays available in most streets in Oxford is insufficient therefore to remove any of these in preference for cycle parking when other options are available does not appear prudent.</p> <p>I am an engineer and I understand that on road provision can be cheaper as a prefabricated unit can be simply dropped in place. As a pragmatic solution, there are a number of short pieces of road that are now unused between LTN barriers and the adjoining roads. These are now often used for illegal parking with said perpetrators having to reverse dangerously onto the major road once they have returned to their vehicle. These sites including Jeune st could provide a sensible site for such an installation without restricting permitted traffic or removing residents parking.</p>

I will deal with the individual proposals under the subject reference number:

Boulter Street-there is an area of deep pavement at the top of the street adjacent the Mish Centre on the west side of the street cycle racks could be placed here without compromising parking capacity.

This is not a residential building so wouldn't be disturbed.

There are existing well used cycle parking facilities on the junction between Jeune Street and Saint Clements. However, the configuration is not efficient and could be dramatically improved, there are only two hoops where five could be placed

and there is similar if not greater area available on the other side of the Jeune street Saint Clemants junction .

An on street facility could also be placed in the now unused section of roadway between the LTN barrier and Saint clemants whilst maintaining access for the permitted traffic.

Being pragmatic, If we are to lose a resident parking bay in Boulter st, it would be sensible to lose one of the less accessible bays where they are cited on both sides of the street further towards the north end. Alternatively, between the existing two hour Parking base and Saint Clements would provide an ample area to place cycle parking facilities without compromise to current capacity. This area is almost always occupied by an illegally parked vehicle in the current configuration (see the black vehicle in the image).

Such a solution optionally with a kerb build out, could also facilitate the high amount of foot traffic crossing the end of Boulter Street.

Magdelen Road Southside - Parking here is always saturated therefore losing a bay appears foolish. At the point proposed there is a large area of pavement on which a cycle parking facility could be placed. Why is this not the location chosen? Alternatively the kerb build out could be extended along the no waiting area on the other side of the junction to provide cycle parking without impact to the motorist. Infact all of the kerb build outs at each junction could accommodate a cycle hoop without further expansion. Thus, placing 4 or 8 at each junction. This would spread the provision and require very little outlay.

Magdalene Road, Northside - again in this place Parking is often saturated. There is a large area of pavement in front of what was Silvester stores. Why is this not the location for a new cycle parking facility.

	<p>Cherwell drive service road. - these spaces are vital for the shops and are frequently saturated. There is ample cycle parking facilities that are not at capacity in the area already from the recent redevelopment. These could be easily expanded or further cycle parking located on the large pavement area on the corner of copse lane and the service road.</p> <p>Leckford place - there is no reason the proposed cycle parking can not be in the restricted parking area adjacent the gardeners arms garden wall. Why restrict the car parking?</p> <p>Market st - no objection but there are tonnes of racks in this area. Could they not be better used else where?</p> <p>The arguments presented above in principle apply variously to the other proposed locations not mentioned explicitly above.</p>
(e9) Local resident, (Oxford, Magdalen Road)	<p>Object – From reading this letter I see that you are inflicting more pain on the residents by taking away much needed parking spaces.</p> <p>Can you tell me where residents can park their cars. I personally think that the situation in Magdalen Road is very poorly thought about, ie: 1st LTN's then removed for a camera to be installed and opened into 2 way traffic and a race track for taxi drivers and now cycle parking.</p> <p>These decisions are made by bureaucrats that don't even live in Oxford and know nothing about what local people think and need. If the road has ever been visited by councillors for 1 day this does not give a true reflection on what goes on.</p> <p>Any objections by local people just get ignored and bulldozed through</p>
(e10) Local business, (Oxford, Cherwell Drive)	<p>Object – I have operated a local shop selling drinks and everyday essentials on Cherwell Drive for many years. My business, like the others in the area, relies on customers being able to park close by for short visits. At present, there is already very limited parking outside the shop. Several spaces were removed around six years ago to create additional paving, and this has had a significant negative impact on customer access. Many of my customers frequently tell me they struggle to find parking, often driving around several times before securing a space and sometimes giving up altogether.</p>

	<p>Removing more parking spaces would make it even harder for customers to access local shops, damaging not only my trade but also the wider local economy. These parking spaces are vital for supporting small, independent businesses in Cherwell Drive.</p> <p>In addition to the loss of parking, I have serious safety concerns about the plan to install cycle parking on the service road itself. This road is often used by vehicles travelling too fast, and school children frequently come to the shops after school. Encouraging them to congregate in the road area to use cycle parking could create a dangerous situation and increase the risk of accidents. I believe this poses a serious safety hazard.</p> <p>There are, however, better alternatives. In particular, the large open paving area near the corner of Cherwell Drive and Copse Lane would provide a much safer and more suitable location for cycle parking without removing essential customer parking or putting people at risk</p> <p>While I support encouraging active travel and improving cycling infrastructure, this must be done in a way that balances the needs of all road users, protects small businesses, and keeps people safe.</p> <p>For these reasons, I strongly object to the proposed removal of parking spaces and urge the Council to reconsider the location of the planned cycle parking. I would also welcome the opportunity to meet or discuss this matter further with the relevant officers.</p>
(e11) Local resident, (Oxford, Plantation Road)	<p>Object – I'm writing to object to the proposed on-street cycle parking provision suggested for Leckford Place. There is already a severe shortage of parking in the area. Several years ago two permit holder spaces were removed on Leckford Place in order to give a parking space to a single house when lack of parking was already an issue. On top of this are the skips taking up parking spaces - I've counted four in the neighbourhood at the moment - two on Leckford Place alone - which have been there for months, plus the builders vans of which there are many parked up daily. It is a constant struggle to find a place to park. Cyclists going to the Gardeners Arms always find somewhere to attach their bike to so don't need a special bay. The 2-hour bays are needed by delivery vans, locals, care workers/nurses visiting Wyndham House.</p>
(e12) Local resident, (Oxford, Leckford Place)	<p>Support – I am writing to express my strong support for the Council's plans to install on-street cycle parking on Leckford Place. I live on Leckford Place and there has long been a problem with people chaining their bikes to fences and lampposts in front of residents' housing when they visit The Gardener's Arms. This results in obstructions to the</p>

	<p>footpaths and to unwelcome noise late at night when people retrieve their bikes after having been to the pub. Providing cycle parking close to the pub and away from residential parts of the street will play an important role in helping to reduce noise and keeping footpaths free of obstructions.</p>
<p>(e13) Local resident, (Oxford, Magdalen Road)</p>	<p>Object – regarding proposed cycle bay out side no 89 Magdalen road which is where we need to park our car due to my daughters have disabilities of different types.</p> <p>For 30 years now we/I have parked our car out side no 89 w as the road has double yellows on my side of the road. It is the safest place to park for my very disabled daughter as it is closest to house and back onto a road tree so she cant get run over.</p> <p>Since the new ROBIN HOOD alleged residents parking permit zone zone was introduced we have had approx over 10k of fines for the crime of parking in the exact same pot where we have parked for decades. See enclosed email sent to complaints./</p> <p>The only helpful person has been Cllr Emily Kerr and she kindly sent a link to apply for a disabled bay where we normally park. this disabled bay may help ameliorate the incessant financial exploitation meted out by oxon county council against resident permit holders.This application can take 9 months however.</p> <p>There is nowhere else safe to park as the road has become extremely dangerous for pedestrians since the inception of an ltn. Since ltn cars bikes cyxcles drive along the double yellow side of magdalen road on the pavement every hour ,. This is due to the road now being 2 way instead of one way as it was designed to be by road traffic engineers in the 50s.</p> <p>Since magdalen ro a d is now contravenig police guidelines to not drive along pavements.... The need for our disabled bay is ever more pressing. My disabled daughter was lmost riun over yesterday as we exited the house. An e scooter was riding fast along the flat pavement with dropped kerbs that is now a de facto road .</p> <p>Please do not requisition the only safe parking space for cycles.. All cycles have for years now been free to lock up on railings out side magdalen road church . This is a safe spot for families to put their trikes and is used every day.</p>

B. Online responses:

(Note¹ – responses ordered by Town name, then Road name as given)

(Note² – when a response is blank, this equates to a submission of “No objection/No opinion” having been provided)

RESPONDENT	COMMENTS	
(o1) Local group/organisation, (Abingdon, Bostock Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	<p>Oxfordshire County Council has a strategy to increase cycling and reduce private car use, the Local Transport and Connectivity Plan, unanimously approved by all Councillors in July 2022. It follows that public cycle parking should increase, and public car parking should decrease.</p> <p>In the period before a full kerbside strategy is developed, cycle parking should be increased in areas of clear high need.</p> <p>All of these areas show clear high need, and the designs for stand locations, look appropriate for the locations. We support them, and encourage the Council to come forward with:</p> <ul style="list-style-type: none"> * Further on-street cycle parking locations * On-street parking locations for rental cycles and e-scooters - another key public transport asset that the strategy rightly encourages over dangerous private cars 	
(o2) Local resident, (Abingdon, Pudsey Close)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support

	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	Proper Sheffield stands please!	
(o3) Member of public, (Adderbury, Round Close Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	For the safety of pedestrians and cyclists.	
(o4) Member of public, (Bampton, Leckford road)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street –
	Leckford Place – Object	St Andrews Road –
	Magdalen Road (south) – Object	Wilberforce Street –
	Magdalen Road (north) –	

	We are using those parking spaces to drop off our children to school. There is already not enough space in comparison to the amount of children attending the school and it affects their safety to get the school so I'm objecting on reducing further parking access for non residents in that area. Thank you	
(o5) Local resident, (Boars Hill, The Ridgeway)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	Please ensure that any cycling infrastructure is compatible with cargo bikes.	
(o6) Local resident, (Cowley, Rymers Lane)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	More is better	
(o7) Local resident, (East Oxford, Bartlemas)	Boulter Street – Support	Market Street – Support

	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	<p>Strong support but concerned that a lack of ambition is present. Regarding Magdalen Road - it doesn't seem clear where the Sidney Rd rack will be placed. Despite extremely high demand for bike spaces in this area, only one car parking spot is to be removed?! And no bike hangars? The council's attitude to removing disused bikes (recently took over 6 months for reported bikes on Cowley Rd to be removed) will mean these racks will fill up and become unusable, unfortunately.</p>	
(o8) Local resident, (East Oxford, Campbell Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	<p>More and convenient cycle parking encourages people to use alternatives like bikes instead of cars for local shops. I go to some of these streets quite a lot and welcome cycle parking</p>	
(o9) Local resident, (Elsfield, Elsfield Road)	Boulter Street –	Market Street –
	Cherwell Drive service road – Object	Observatory Street –
	Leckford Place –	St Andrews Road –

	Magdalen Road (south) –		Wilberforce Street –
	Magdalen Road (north) –		
	I use these local shops 3 - 4 times a week while on my way home. I won't be able to do so if I am not able to park.		
(o10) Local resident, (Garsington - but cycle to kids school in Oxford, Oxford Road)	Boulter Street – Support		Market Street – Support
	Cherwell Drive service road – Support		Observatory Street – Support
	Leckford Place – Support		St Andrews Road – Support
	Magdalen Road (south) – Support		Wilberforce Street – Support
	Magdalen Road (north) – Support		
	There is too little safe cycle storage, especially out of the city centre		
(o11) Member of public, (Harwell, Reading Road)	Boulter Street – Support		Market Street – Support
	Cherwell Drive service road – Support		Observatory Street – Support
	Leckford Place – Support		St Andrews Road – Support
	Magdalen Road (south) – Support		Wilberforce Street – Support
	Magdalen Road (north) – Support		
	Council is encouraging active travel. You can't do active travel if there are insufficient facilities to lock up your bicycle.		

<p>(o12) Local resident, (Headington, Bickerton Road)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>This is an excellent proposal, aligning with the Council's policy to prioritise walking and cycling in line with the road user hierarchy set out in the Highway Code. All the suggested locations lack sufficient cycle parking space and the most logical way to provide it is to reallocate space currently allocated to the transport mode we need to discourage (private cars) to the modes we need to support. Well done, and more of the same, please!</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o13) Local resident, (Headington, Coverley Road)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>There are way more bikes than parking spaces in Oxford and whereas car storage on our roads has become an acceptable norm, the same provision for bikes hasn't developed in parallel. If we are going to hand over a signifant percentage of our roads to vehicle storage then it makes sense to do so for all vehicles that use those roads and vehicle users that pay for those roads through their council tax.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											

<p>(o14) Local group/organisation, (Headington, Friends of Old Headington)</p>	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road – Partially support/concerns</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>There is a problem with the parking of cycles in this part of Headington, and the Friends of Old Headington supports the provision of cycle racks to help mitigate this. At present bicycles are chained to lamp posts, street signs, and other posts along the street. These can also obstruct wheelchair users and mothers with prams trying to get by. However the proposed location is not universally supported. It is reported that the White Hart pub would not like to lose a visitor's car-parking space right outside the pub. Concern has also been expressed as to how funerals and weddings would be affected at the church. We feel it is important that the views of the church and the pub are sought, as well as nearby residents, before any changes are made. We think other locations can be considered and we shall send Mr Mauz a summary of our recommendations.</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road – Partially support/concerns	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road – Partially support/concerns										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											
<p>(o15) Local resident, (Headington, Lime Walk)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>I have been struggling to park my bike near the Gardeners Arms in Plantation Road for years, and had requested this change via FixMyStreet. Thank you for listening.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											

<p>(o16) Local resident, (Headington, Lime Walk)</p>	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>Much needed provision in all the locations I've highlighted- Magdalen Road particularly is such a destination location and it's basically impossible to find good bike parking there.</p>	Boulter Street –	Market Street – Support	Cherwell Drive service road –	Observatory Street – Support	Leckford Place –	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street –	Market Street – Support										
Cherwell Drive service road –	Observatory Street – Support										
Leckford Place –	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o17) Local resident, (Headington, Piper Street)</p>	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street – Partially support/concerns</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>I live in one of the adjoining streets. Most houses have to use on street parking and at peak times (after 4pm and before 8am) there are often few spaces. Currently 3 local houses are empty as elderly residents have died and as new younger people (often with at least one vehicle) move in to the area, we may struggle for parking space. Other than cycling to the pub which is only open at peak parking times (4pm onwards) I do not see how this cycle parking will benefit anyone other than the pub. The railings outside the pub are used to park bikes which seems to me to be sufficient. I also am concerned that the outside the Butchers Arms cycle parking may become a good dumping place for bikes! It is a convenient cut through area where we do get regular 'drug deals'. As a cyclist, I am generally in support of cycle parking, I am just not sure this space is worth the Council's money.</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street – Partially support/concerns	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street – Partially support/concerns										
Magdalen Road (north) –											

<p>(o18) Local resident, (Headington, St Andrew's Road)</p>	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>I support both locations for cycle parking. As a cyclist I know the difficulties of securing a bike near the Butchers Arms, and so the proposal is welcome. I am resident in St Andrews Road and there are problems caused by cycles being secured against lamp posts, street signs, and other posts, and in turn they can obstruct the footpath for wheelchair users, parents with prams and others with walking difficulties, e.g. users of mobility scooters. The location is good with easy access to and from the pub.</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road – Support	Magdalen Road (south) –	Wilberforce Street – Support	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road – Support										
Magdalen Road (south) –	Wilberforce Street – Support										
Magdalen Road (north) –											
<p>(o19) Member of public, (Headington, The Croft)</p>	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road – Object</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>The location is a major pinch point in a rat run and is already extremely dangerous, this is not the place for cyclists to park, also it is on two heritage view lines - not better or worse than looking at cars, but more cars are less noticeable than another modern suburban structure. Support provision, but not at the expense of residents parking spots, as parking is VERY difficult in Old Headington as most houses do not have any off-road parking, and the CPZ is like tongue surrounded by BK Park, London Road, CPZ to east east Chestnut Avenue, and countryside to the north, many streets have less parking than houses etc The Croft.</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road – Object	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road – Object										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											

(o20) Local resident, (Headington, Wilberforce Street)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street – Object</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>There already isn't enough parking, there are a lot of multi-let homes which already take up many spaces. Quite a few houses don't have off street parking facilities. Already, visitors drive around multiple times trying to find a space, this will make it worse, and the roads more hazardous.</p> <p>The only people to benefit from cycle parking will be users of the Butchers Arms pub.</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street – Object	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street – Object										
Magdalen Road (north) –											
(o21) Local resident, (Headington, York Road)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>As someone who cycles around Oxford daily and with a large cargo bike carrying two children it is often difficult to find parking to secure my bike to. This puts me off visiting certain parts of the city as the bike is not covered on insurance if not locked up. I also think a single car parking space can support multiple people who cycle park so it is a far better use of space.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											

<p>(o22) Local resident, (Headington, Dene Road)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>I support these proposals as there is ongoing demand for new safe and secure cycle parking in these areas. These proposals will also encourage new cyclists to cycle more. Too many cyclists have to lock their bikes to lamp posts, railings, trees or lock their bike to itself due to the lack of good cycle parking. I have friends who have had their bicycles stolen due to lack of secure cycle parking. I implore the council to carry out these proposals as soon as possible, thank you.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o23) Local resident, (Headington, St Andrew's)</p>	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road – Object</td></tr> <tr> <td>Magdalen Road (south) – Object</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>There is not a problem with cycle parking. You will destroy local business and increase congestion and inhibit emergency vehicles. I have recorded this response in the event your proposals are realised and there is a problem. It is important you understand you will be held to account. Bowen</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road – Object	Magdalen Road (south) – Object	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road – Object										
Magdalen Road (south) – Object	Wilberforce Street –										
Magdalen Road (north) –											

(o24) Local resident, (Headington, Wilberforce Street)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street – Object</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>The roads and pavements around here are far to narrow. There is no reason to have cycle parking in Wilberforce Street</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street – Object	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street – Object										
Magdalen Road (north) –											
(o25) Local resident, (Headington Oxford, Staunton Road)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>I support measures that make it easier and more pleasant to cycle rather than drive. Oxford hasn't got enough convenient secure cycle parking, so there is obstruction to pavements etc by cycles fixed to signs, lampposts etc</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o26) Local Cllr (i.e. Town/Parish/District), (Headington, Oxford, Dunstan Rod, Headington)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road – Object</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> </table>	Boulter Street –	Market Street –	Cherwell Drive service road – Object	Observatory Street –	Leckford Place –	St Andrews Road –				
Boulter Street –	Market Street –										
Cherwell Drive service road – Object	Observatory Street –										
Leckford Place –	St Andrews Road –										

	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	
	<p>There is sufficient space on the raised area between the service road and the cycle track to place additional cycle racks. As a cyclist myself, I support the need for more racks here, but the cycles themselves would be safer here, away from cars. The service road is heavily used and is quite narrow. This means that cars often have to manoeuvre and reverse into tight spaces. To place the cycle racks in the road would risk damage to cyclists, cycles and cars. In addition, the local traders would suffer from the loss of parking space as they rely on passing trade for much of their business.</p>	
(o27) Local resident, (Headington, Oxford, Kennett Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	<p>There are never enough places to park cycles, yet Oxford is supposed to be a cycling city.</p>	
(o28) Local resident, (Headington, Oxford, Kennett Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	

	I strongly support the increase of bicycle racks in Oxford, the city is woefully short of them in certain areas. The 2 locations in Headington in particular will also help to support local businesses.	
(o29) Local resident, (Headington, Oxford, Wilberforce Street)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street –
	Leckford Place –	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street – Object
	Magdalen Road (north) –	
	This cycle parking proposal for Wilberforce Street, is purely for the benefit of the Pub. This will reduce the parking for residents and people visiting for up to 5 cars. The people who use the pub (Butchers Arms) lock their bikes to the railings of the pub garden from 5pm to 7pm approx, they never stay very long, so not a problem. For this the local residents will suffer with parking, also this will encourage rental e-scooters/bikes to be left there, which seems to happen all too often when left in the middle of the road. I therefore strongly object to this idea.	
(o30) Local resident, (Iffley, Meadow Lane)	Boulter Street –	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street –
	Leckford Place –	St Andrews Road –
	Magdalen Road (south) – Support	Wilberforce Street –
	Magdalen Road (north) – Support	
	Magdalen road has many venues to visit but very little cycle parking	

<p>(o31) Local resident, (Jericho, Plantation Road)</p>	<table border="1"> <tr> <td>Boulter Street – Partially support/concerns</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road – Partially support/concerns</td><td>Observatory Street – Partially support/concerns</td></tr> <tr> <td>Leckford Place – Object</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street – Partially support/concerns</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>I live at Wyndham House which alines Leckford Place. Please remember Wyndham House is for people over 55 and most are considerably older than that and are often disabled. There are not enough Disabled spaces for all who need them, so the spaces in Leckford Place are used as reserve parking. These parking spaces are the only ones our visitors can use when they come to see us. Many of our friends are also elderly and disabled so are not able to use park and ride. I object very strongly to the removal of these spaces, cycles can park elsewhere, cars can't!</p>	Boulter Street – Partially support/concerns	Market Street –	Cherwell Drive service road – Partially support/concerns	Observatory Street – Partially support/concerns	Leckford Place – Object	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street – Partially support/concerns	Magdalen Road (north) –	
Boulter Street – Partially support/concerns	Market Street –										
Cherwell Drive service road – Partially support/concerns	Observatory Street – Partially support/concerns										
Leckford Place – Object	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street – Partially support/concerns										
Magdalen Road (north) –											
<p>(o32) Local resident, (Kennington, River View)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>'I support cycle parking that keeps the narrow pavements clear for pedestrians. Ideally there will be more such schemes to provide facilities on the street: - shared lockable bike hangers should be provided for residents to help use of cycles for commuting. - shared scooters and bikes are also useful, and would benefit from having parking spaces on the street rather than pavement to avoid conflict with pedestrians</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											

(o33) Local resident, (Kennington, but I work in Oxford and travel extensively around it by bike, Bagley Wood Road)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>In far too much of the city, there is insufficient cycle parking. This leaves to bikes being left on the pavements, blocking their use for the less mobile. In each of these cases a car parking space will be removed. There is loads of other on-street parking in each case, and most importantly, space for one person to park will be replaced by space for at least 10 people to park. This clearly makes sense. Cycle parking is a much more efficient use of space than car parking.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o34) Local resident, (Littlemore, Sandford Road)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>There is generally not enough cycle parking in Oxford, we need more everywhere</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											

(o35) Local resident, (Littlemore, Minchery rod)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>We need more cycle parking and less car parking</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o36) Local resident, (Magdalen Road, Oxford, Magdalen Road)	<table border="1"> <tr> <td>Boulter Street – Object</td><td>Market Street – Object</td></tr> <tr> <td>Cherwell Drive service road – Object</td><td>Observatory Street – Object</td></tr> <tr> <td>Leckford Place – Object</td><td>St Andrews Road – Object</td></tr> <tr> <td>Magdalen Road (south) – Object</td><td>Wilberforce Street – Object</td></tr> <tr> <td>Magdalen Road (north) – Object</td><td></td></tr> </table> <p>Because it really doesn't matter what my opinion is, as proved in the past you will ignore it anyway</p>	Boulter Street – Object	Market Street – Object	Cherwell Drive service road – Object	Observatory Street – Object	Leckford Place – Object	St Andrews Road – Object	Magdalen Road (south) – Object	Wilberforce Street – Object	Magdalen Road (north) – Object	
Boulter Street – Object	Market Street – Object										
Cherwell Drive service road – Object	Observatory Street – Object										
Leckford Place – Object	St Andrews Road – Object										
Magdalen Road (south) – Object	Wilberforce Street – Object										
Magdalen Road (north) – Object											
(o37) Local resident, (Marston, Ashlong road)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Partially support/concerns</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> </table>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Partially support/concerns	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support		
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Partially support/concerns	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										

	<table> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>Some car parking is needed there. Please don't take it all away.</p>	Magdalen Road (north) – Support									
Magdalen Road (north) – Support											
(o38) As a business, (Marston, Cherwell Drive)	<table> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road – Object</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>Very dangerous to put cycle parking on the road here. Large areas of paving available to put the cycle parking without removing parking spaces. Limited parking already for businesses, each space is very valuable to us.</p>	Boulter Street –	Market Street –	Cherwell Drive service road – Object	Observatory Street –	Leckford Place –	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road – Object	Observatory Street –										
Leckford Place –	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											
(o39) Local resident, (Marston, Elms Drive)	<table> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>This is a good start. Need to support active travel around the city. Please check that cargo bikes can use the facilities too</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											

<p>(o40) Local resident, (Marston, Gorse Leas)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Partially support/concerns</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>It is important that people are enabled to cycle to local destinations within the city. I do have a concern about the parking on Cherwell Drive service road, as the existing cycle parking could be extended instead of reducing the amount of parking available. Parking is often over-subscribed, which leads to people stopping illegally on Copse Lane instead</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Partially support/concerns	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Partially support/concerns	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o41) Local resident, (Marston, Harlow Way)</p>	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road – Object</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>There is loads of space on the pavement, on both corners (cat clinic & pharmacy), and cyclist feel safer putting their bikes away in a safe space such as the pavement instead of on the road.</p>	Boulter Street –	Market Street –	Cherwell Drive service road – Object	Observatory Street –	Leckford Place –	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road – Object	Observatory Street –										
Leckford Place –	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											
<p>(o42) Local resident, (Marston, Horseman close)</p>	<table border="1"> <tr> <td>Boulter Street – Object</td><td>Market Street – Object</td></tr> <tr> <td>Cherwell Drive service road – Object</td><td>Observatory Street – Object</td></tr> </table>	Boulter Street – Object	Market Street – Object	Cherwell Drive service road – Object	Observatory Street – Object						
Boulter Street – Object	Market Street – Object										
Cherwell Drive service road – Object	Observatory Street – Object										

	Leckford Place – Object	St Andrews Road – Object
	Magdalen Road (south) – Object	Wilberforce Street – Object
	Magdalen Road (north) – Object	
	How as a disabled and elderly resident be able to park and get to the shops	
(o43) Local resident, (Marston, Marston Road)	Boulter Street –	Market Street – Object
	Cherwell Drive service road – Object	Observatory Street – Object
	Leckford Place –	St Andrews Road – Object
	Magdalen Road (south) – Object	Wilberforce Street – Object
	Magdalen Road (north) –	
	As a local resident I know how much even the one way system has had on the local community and traffic! My father can't walk and drives to these shops. There is space to put bicycle parking by the giant planters and cycle Path there! So there is no need to take parking spaces away! The local community and hospital traffic use these parking spaces! This will heavily affect the local Business and impact the community. Save our parking and local Business's! We do NOT need any cycle parking there!	
(o44) Local resident, (Marston, Parry Close)	Boulter Street –	Market Street –
	Cherwell Drive service road – Object	Observatory Street –
	Leckford Place –	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street –

	<table> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>Cherwell Drive car parking is essential, especially as much of the parking space has been removed from the Marston Road to make way for cycle lanes. I use the Cherwell Drive parking when visiting the vet. I can't walk or cycle with my cat, so adequate parking is really needed. The parking spaces are often full or blocked by delivery vehicles. Residents will struggle to access local shops if more parking is removed. Cycle parking should be accommodated elsewhere, without removing more parking bays.</p>	Magdalen Road (north) –									
Magdalen Road (north) –											
(o45) Local resident, (Marston, Arlington drive)	<table> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>To encourage cycling as much as possible. I often can't find spaces to chain up my bike</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o46) Local resident, (Marston, Elms Drive)	<table> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road – Object</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>Not everyone who uses these local businesses cycles or walks, there are many elderly residents and families in Marston that rely on being able to drive and park at this location to use the shops.</p>	Boulter Street –	Market Street –	Cherwell Drive service road – Object	Observatory Street –	Leckford Place –	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road – Object	Observatory Street –										
Leckford Place –	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											

	<p>There is also an enormous amount of passing traffic from the hospital which uses the businesses on their way to or from work.</p> <p>I can't understand why you would want to ruin these local businesses who are there for all, for the sake of the few who have or are able to cycle.</p> <p>If people cannot park, they will not shop or stop. With all the ridiculous charges we already have you're destroying Oxford city centre, leave Marston alone!</p>											
(o47) Local resident, (Marston Oxford, Lewell Avenue)	<table><tr><td>Boulter Street – Support</td><td>Market Street – Support</td></tr><tr><td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr><tr><td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr><tr><td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr><tr><td>Magdalen Road (north) – Support</td><td></td></tr></table> <p>To encourage people to cycle by increasing the amount of cycle parking in Oxford.</p>		Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support											
Cherwell Drive service road – Support	Observatory Street – Support											
Leckford Place – Support	St Andrews Road – Support											
Magdalen Road (south) – Support	Wilberforce Street – Support											
Magdalen Road (north) – Support												
(o48) Local resident, (Marston, Oxford, Little Acreage)	<table><tr><td>Boulter Street –</td><td>Market Street –</td></tr><tr><td>Cherwell Drive service road – Support</td><td>Observatory Street –</td></tr><tr><td>Leckford Place –</td><td>St Andrews Road –</td></tr><tr><td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr><tr><td>Magdalen Road (north) –</td><td></td></tr></table> <p>Generally I support more cycle parking. Particularly on Cherwell Drive, where the existing racks are generally full and the alternative is a bit dangerous and unhelpful to pedestrians (eg, locking to lampposts , trees etc). This will be very useful - thank you.</p>		Boulter Street –	Market Street –	Cherwell Drive service road – Support	Observatory Street –	Leckford Place –	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –											
Cherwell Drive service road – Support	Observatory Street –											
Leckford Place –	St Andrews Road –											
Magdalen Road (south) –	Wilberforce Street –											
Magdalen Road (north) –												

(o49) Local resident, (North oxford., Blenheim drive.)	<table border="1"> <tr> <td>Boulter Street – Object</td><td>Market Street – Object</td></tr> <tr> <td>Cherwell Drive service road – Object</td><td>Observatory Street – Object</td></tr> <tr> <td>Leckford Place – Object</td><td>St Andrews Road – Object</td></tr> <tr> <td>Magdalen Road (south) – Object</td><td>Wilberforce Street – Object</td></tr> <tr> <td>Magdalen Road (north) – Object</td><td></td></tr> </table> <p>As a driver and a cyclist in oxford I believe there is plenty of cycle parking spaces.</p>	Boulter Street – Object	Market Street – Object	Cherwell Drive service road – Object	Observatory Street – Object	Leckford Place – Object	St Andrews Road – Object	Magdalen Road (south) – Object	Wilberforce Street – Object	Magdalen Road (north) – Object	
Boulter Street – Object	Market Street – Object										
Cherwell Drive service road – Object	Observatory Street – Object										
Leckford Place – Object	St Andrews Road – Object										
Magdalen Road (south) – Object	Wilberforce Street – Object										
Magdalen Road (north) – Object											
(o50) Local resident, (Old Headington, William Orchard Close)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road – Object</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>I object to the proposals for St Andrews Road because it would reduce the number of parking bays for residents which are already too few to meet the demand. (I realise that the parking bay it is planned to remove is available to non-residents for 2 hours but it is also used by residents when residents only parking bays are unavailable.) I am also concerned about access to St Andrews Church and the White Hart pub by non-cyclists. I do not know the other locations well enough to comment on the proposals for them.</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road – Object	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road – Object										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											
(o51) Local resident, (Old Headington, William Orchard Close)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> </table>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –						
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										

	Leckford Place –	St Andrews Road – Object
	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	
	<p>I object to the proposal for St Andrews Rd because I am very concerned about the existing lack of parking spaces in Old Headington. I (like many other residents) am totally dependent on on-street parking spaces for my car, for any visitors or tradespeople. The space proposed for cycles is also often used for parking by people going to St Andrews Church or the White Hart. A better site for cycles would be at the top of St Andrews Lane, on the east side of the street. Losing even a single parking space in Old Headington will cause problems for residents.</p>	
(o52) Local resident, (Old Marston, Cherwell drive)	Boulter Street –	Market Street –
	Cherwell Drive service road – Object	Observatory Street –
	Leckford Place –	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	
	<p>These stores rely on parking and there's not much to begin with. Please put the rack elsewhere where it doesn't effect car parking</p>	
(o53) Local resident, (Old Marston, Lewell Avenue)	Boulter Street –	Market Street –
	Cherwell Drive service road – Object	Observatory Street – Object
	Leckford Place –	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street –

	<table> <tr> <td>Magdalen Road (north) – Object</td><td></td></tr> </table> <p>There are already bike racks at the cherwell drive site in question, these are never full and rarely used. The businesses will suffer. Maybe a 1-2 hr time limit for parking but definitely not taking away the parking altogether. Bloody Ridiculous</p>	Magdalen Road (north) – Object									
Magdalen Road (north) – Object											
(o54) Local resident, (Old Marston, Elms drive)	<table> <tr> <td>Boulter Street – Object</td><td>Market Street – Object</td></tr> <tr> <td>Cherwell Drive service road – Object</td><td>Observatory Street – Object</td></tr> <tr> <td>Leckford Place – Object</td><td>St Andrews Road – Object</td></tr> <tr> <td>Magdalen Road (south) – Object</td><td>Wilberforce Street – Object</td></tr> <tr> <td>Magdalen Road (north) – Object</td><td></td></tr> </table> <p>Not needed. Already there!</p>	Boulter Street – Object	Market Street – Object	Cherwell Drive service road – Object	Observatory Street – Object	Leckford Place – Object	St Andrews Road – Object	Magdalen Road (south) – Object	Wilberforce Street – Object	Magdalen Road (north) – Object	
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Leckford Place – Object	St Andrews Road – Object										
Magdalen Road (south) – Object	Wilberforce Street – Object										
Magdalen Road (north) – Object											
(o55) Local resident, (Oxford, Abberbury)	<table> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>Cycle theft is a big problem in Oxford and the lack of secure parking deters people from using bicycles. Too much road space is devoted to storing cars.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
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Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											

(o56) Local resident, (Oxford, Aldrich Road)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>Many of these places I have tried to park my bike and found nowhere to do so securely. Having on street parking makes so much sense. No need to lock to a signpost and maybe block the pavement. No need to walk miles until you can find a suitable thing to lock to. And why shouldn't we lose a couple of car parking spaces for this?</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
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Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o57) County Cllr, (Oxford, Argyle st)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>Cycle parking provision will encourage modal shift, removing car parking provision will discourage car usage - we all know that parking creates traffic.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
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Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o58) Local group/organisation, (Oxford, Aristotle Lane, Oxford)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> </table>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support						
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										

	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	<p>This response is from Cyclox, the cycle campaign group for Oxford.</p> <p>Cyclox strongly supports the introduction of new on-carriageway cycle parking places across the city. The lack of secure and accessible cycle parking remains a significant barrier for many. This proposal is another small but important step in encouraging more people to choose cycling over car travel.</p> <p>On-carriageway cycle parking helps declutter pavements, making them safer and more accessible for pedestrians, especially those with mobility challenges. Replacing car bays with high-capacity cycle racks not only makes it better for cycling and walking but also removes more parking spaces which is an important approach to helping reduce car traffic.</p> <p>This initiative aligns with Oxford's climate goals and transport strategy. It promotes cleaner air, healthier lifestyles, and a more inclusive public realm. We welcome this initiative, and we hope to see this programme expanded further in the future.</p> <p>We would prefer to see 1.2m spacing of the stands, as stated in the LTN 1/20 Cycle Infrastructure Design, rather than 1.1m, but recognise there may be limitations on space.</p> <p>You don't mention the design of cycle parking stand. We prefer to have Bilton stands (Sheffield stands with an extra horizontal bar) instead of plain Sheffield stands. They are said to be more secure and also are easier to lock cycles to as the lock doesn't slip to the ground. They give cycles much more stability, stopping them from slipping sideways or forwards or backwards, with incursion onto pavement or carriageway and creating difficulties for other trying to park their cycles. Another good point about the Bilton stand is that the lower bar might be detected by a white stick user before they walk into the rack itself.</p>	
(o59) Local resident, (Oxford, Arlington Drive)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support

	<table> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>Oxford needs more cycle parking, so I support removal of car parking to introduce cycle parking. My only concern is whether the people accessing their bikes will be protected from passing traffic. I hope there will be a barrier between the carriageway and the cycle parking.</p>	Magdalen Road (north) – Support									
Magdalen Road (north) – Support											
(o60) Local resident, (Oxford, Bailey Road)	<table> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>I am predominantly a cyclist and it is always helpful to have proper bike parking around the city - without it, I am forced to lock my bike up to things like lamp posts and street signs, which can inconvenience pedestrians (particularly wheelchair users and people with buggies). The more proper parking is available, the more convenient this is for everybody.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
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Leckford Place – Support	St Andrews Road – Support										
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Magdalen Road (north) – Support											
(o61) Local resident, (Oxford, Benson Road)	<table> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>We need more cycle stands so people can get around by bike. Please look into other locations:</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
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Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											

	<div>* Horspath road outside the prince of Wales</div> <div>* Headington library inside bury knowle park only has two Sheffield stands, it needs more</div>	
(o62) Local resident, (Oxford, Benson Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	There are too few cycle parking spaces across Oxford as space is prioritised for on-street motor vehicle parking. Cycle parking should be introduced wherever possible to enable people to get about by bike, and ideally replace on-street parking to avoid taking space away from pedestrian space unless necessary or appropriate. Some of the parking in residential areas, particularly more built up areas where residents live in flats or don't have driveways etc should be lockable cycle hangars with access for residents which Oxford currently doesn't have. This would enable residents in these areas to securely store a bike. There needs to be some consideration of also places bike parking in east/south oxford as these locations focus mainly on the city centre.	
(o63) Local resident, (Oxford, Between Towns rd)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road –	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) –	Wilberforce Street – Support
	Magdalen Road (north) –	
Support the ones that seem to be in places lacking enough cycle parking		

(o64) Local resident, (Oxford, Boulter Street)		
	Boulter Street – Object	Market Street – Partially support/concerns
	Cherwell Drive service road – Object	Observatory Street – Object
	Leckford Place – Partially support/concerns	St Andrews Road – Object
	Magdalen Road (south) – Partially support/concerns	Wilberforce Street –
	Magdalen Road (north) – Object	
	Dear Mr Mauz and any others to whom this is passed.	
	I am a resident of Boulter Street. As a resident it is extremely challenging to find a parking space on occasion. Enforcement of the parking restrictions is sporadic and irregular and therefore often abused. The difference of one or two vehicles held by residents in the street makes a considerable difference. The quantity of student housing in this road in particular is substantially above the ratio targeted by the council in recent years. Therefore, a number of the vehicles parked arrive at the start of term and do not move for the duration. At least one of the HMO's have been found to be unlawful but no action has been taken.	
	I am very much supportive of increasing publicly available cycle parking. I believe that it is under provided at the moment in particular in residential areas and would be appreciated by many of the residents and visitors. However, the proposed implementation attacks the car user who is already heavily targeted and restricted by Standing policies. The word persecuted is often used. The number of resident parking bays available in most streets in Oxford is insufficient therefore to remove any of these in preference for cycle parking when other options are available does not appear prudent.	
	I will deal with the individual proposals above:	
Magdalen Road Southside - Parking here is always saturated therefore losing a bay appears foolish. At the point proposed there is a large area of pavement on which a cycle parking facility could be placed. Why is this not the location chosen? Alternatively the kerb build out could be extended along the no waiting area on the other side of the junction to provide cycle parking without impact to the motorist. Infact all of the kerb build outs at each junction could accommodate a cycle hoop without further expansion. Thus, placing 4 or 8 at each junction. This would spread the provision and require very little outlay.		

	<p>Magdalene Road, Northside - again in this place Parking is often saturated. There is a large area of pavement in front of what was Silvester stores. Why is this not the location for a new cycle parking facility.</p> <p>Boulter Street-there is an area of deep pavement at the top of the street adjacent the Mish Centre on the west side of the street cycle racks could be placed here without compromising parking capacity. There are existing well used cycle parking facilities on the junction between Jeune Street and Saint Clements. However, the configuration is not efficient and could be dramatically improved, there are only two hoops where five could be placed and there is similar if not greater area available on the other side of the Jeune street Saint Clemants junction. An on street facility could also be placed in the now unused section of roadway between the LTN barrier and Saint clemants whilst maintaining access for the permitted traffic.</p> <p>If we are to lose a resident parking bay, it would be sensible to lose one of the less accessible bays where they are cited on both sides of the street further towards the north end. Alternatively, a curb built out between the existing two hour Parking base and Saint Clements would provide an ample area to place cycle parking facilities without compromise to current capacity. This area is almost always occupied by an illegally parked vehicle in the current configuration. Such a kerb build out, could also facilitate the high amount of foot traffic crossing the end of Boulter Street.</p> <p>Cherwell drive service road. - these spaces are vital for the shops and are frequently saturated. There is ample cycle parking facilities that are not at capacity in the area already from the recent redevelopment. These could be easily expanded or further cycle parking located on the large pavement area on the corner of copse lane and the service road.</p> <p>Leckford place - there is no reason the proposed cycle parking can not be in the restricted parking area adjacent the gardeners arms garden wall. Why restrict the car parking?</p> <p>Market st - no objection but there are tonnes of racks in this area. Could they not be better used else where?</p> <p>St Andrews Road - there is space for provision of off st facilities on the pavement before it terminates or the verge thereafter in St Andrews lane</p> <p>The arguments presented above apply equally to the others not mentioned explicitly.</p>								
(o65) Local resident, (Oxford, Boulter Street)	<table><tr><td>Boulter Street – Object</td><td>Market Street –</td></tr><tr><td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr><tr><td>Leckford Place –</td><td>St Andrews Road –</td></tr><tr><td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr></table>	Boulter Street – Object	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –
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Magdalen Road (south) –	Wilberforce Street –								

	<table border="1" data-bbox="577 193 2107 252"> <tr> <td data-bbox="577 193 1357 252">Magdalen Road (north) –</td><td data-bbox="1357 193 2107 252"></td></tr> </table> <p data-bbox="577 288 2107 491">Please do not worsen parking capacity on Boulter Street - I have a young child and it is hard enough as it is already to park - lots of cars park illegally on our street meaning there are often no spaces and I have to park on other streets already. My parents also visit a lot for childcare. Please can you put them either in the unused spaces at the bottom of Jeune Street or in the 'public' parking spot at the top of Boulter Street (it would also be much easier and more convenient for people who are visiting the area to use the bike racks, rather than putting them half way down the street...)</p>	Magdalen Road (north) –									
Magdalen Road (north) –											
(o66) Local resident, (Oxford, Boulter Street)	<table border="1" data-bbox="577 560 2107 874"> <tr> <td data-bbox="577 560 1357 624">Boulter Street – Object</td><td data-bbox="1357 560 2107 624">Market Street –</td></tr> <tr> <td data-bbox="577 624 1357 687">Cherwell Drive service road –</td><td data-bbox="1357 624 2107 687">Observatory Street –</td></tr> <tr> <td data-bbox="577 687 1357 751">Leckford Place –</td><td data-bbox="1357 687 2107 751">St Andrews Road –</td></tr> <tr> <td data-bbox="577 751 1357 815">Magdalen Road (south) –</td><td data-bbox="1357 751 2107 815">Wilberforce Street –</td></tr> <tr> <td data-bbox="577 815 1357 874">Magdalen Road (north) –</td><td data-bbox="1357 815 2107 874"></td></tr> </table> <p data-bbox="577 906 2107 1374"> 1. Firstly, who is the bike parking for? Many local residents do have bikes but park them in their front area or attached to their railings. Will they be prepared to leave them at the different end of the road? So will they be used by residents? 2. If the bike parking is for the wider community then this is not an obvious place- much more obvious areas would be at the end of Jeune street where parking is already not allowed so it will not affect much needed residential parking in our area. This will be clearly visible from St Clements. 3. With the introduction of the congestion charge and restricted areas in the future , parking will be a challenge already in Boulter street. With the cameras at the end of our road and now this, it truly seems to me that Boulter street is being targeted for some reason. 4. How will the council ensure that bikes are not just left here indefinitely- especially from students returning home at the end of the year? We would like to work with the council but this seems simply unfair when we have already been affected by new driving and parking restrictions. Previous consultations have ignored our comments, I hope that on this occasion you will listen to our suggestions. </p>	Boulter Street – Object	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street – Object	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											

(o67) Local resident, (Oxford, Boulter Street)	<table> <tr> <td>Boulter Street – Object</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>As a resident of Boulter Street finding a parking space during the 2 anniversary term times is hard enough without taking out another bay. As one has already been changed to a disabled bay. Also from walking round other streets where these are installed they do not seem to be fully utilised. And it will also encourage cyclist who are taking the Oxford tube to leave their bikes there.</p>	Boulter Street – Object	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street – Object	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											
(o68) Local resident, (Oxford, Boulter Street)	<table> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>All of these cycle racks are urgently needed. The current provision is terrible. This is essential if you want people to cycle as opposed to drive.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
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Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											

(o69) Local resident, (Oxford, Boulter Street)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>Boulter Street sorely lacks appropriate bicycle storage, since the houses here do not come with any suitable bicycle storage, so on-street parking would be a great way to alleviate all the inconveniently parked bicycles. Leckford place bicycle parking would help with cycling access to the Gardener's Arms. Which is currently lacking. Market Street bicycle parking would help with cycling access to the Covered Market. Bicycle parking in this vicinity/in the vicinity of Cornmarket Street is consistently fully occupied.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road –	Observatory Street –	Leckford Place – Support	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road –	Observatory Street –										
Leckford Place – Support	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											
(o70) Local resident, (Oxford, Boulter Street)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>I live in Boulter Street, and definitely think we need better facilities for parking bicycles. I think more cycle parking is needed throughout the city, but don't know enough to comment specifically on any of the other proposals.</p>	Boulter Street – Support	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street – Support	Market Street –										
Cherwell Drive service road –	Observatory Street –										
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(o71) Local resident, (Oxford, Boulter Street)	<table border="1"> <tr> <td>Boulter Street – Object</td><td>Market Street –</td></tr> </table>	Boulter Street – Object	Market Street –								
Boulter Street – Object	Market Street –										

	Cherwell Drive service road –		Observatory Street –
	Leckford Place –		St Andrews Road –
	Magdalen Road (south) – Object		Wilberforce Street –
	Magdalen Road (north) –		
	1. Boulter Street already has very limited parking for residents and the proposals would reduce this further. There are many alternative places to park bicycles without removing residents parking. The other proposed traffic restrictions already have a very negative impact on residents of Boulter Street.		
(o72) Local resident, (Oxford, Boundary Brook Rd)	Boulter Street – Support		Market Street – Support
	Cherwell Drive service road – Support		Observatory Street – Support
	Leckford Place – Support		St Andrews Road – Support
	Magdalen Road (south) – Support		Wilberforce Street – Support
	Magdalen Road (north) – Support		
	<p>As a cyclist, it is often very difficult to park bikes (particular cargo bikes, which I frequently use when shopping), which leads to cyclists locking bikes to signs and lampposts, blocking pavements.</p> <p>Having more bike parking will encourage people to cycle, which will reduce the number of cars, and encourage people to travel further within Oxford.</p> <p>Many more bikes fit into a single car parking space than a car (which carry on average 1.6 people), whereas you can get at least 8 bikes per parking spot (so 8 people). It is a much more efficient use of space.</p>		
(o73) Local resident, (Oxford, Boundary Brook Rd)	Boulter Street – Support		Market Street – Support
	Cherwell Drive service road – Support		Observatory Street – Support

	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	I support any plans for additional cycle parking in Oxford, and if it's on-street it's even better since it doesn't take away from pedestrians' space. I presume it would also deter pavement parking, which we need to strongly discourage.	
(o74) Local resident, (Oxford, Campbell)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street –
	Leckford Place – Support	St Andrews Road –
	Magdalen Road (south) – Support	Wilberforce Street –
	Magdalen Road (north) – Support	
	cycling is my main form of transport and secure cycle parking is much needed in the city due to the number of bicycle thefts	
(o75) Local resident, (Oxford, Cherwell Drive)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road –
	Magdalen Road (south) – Support	Wilberforce Street –
	Magdalen Road (north) – Support	

	<p>I cycle often and have found myself looking for a place to attach my bicycle in several of the proposed areas in the past but needing to go further to find a space.</p> <p>I believe that having additional cycle parking spots will be very valuable to local cyclists, helping reduce the worry of not having one near where we are going.</p>	
(o76) Local resident, (Oxford, Chilswell Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	<p>We need much more! It's impossible to park a bicycle almost anywhere, while acres of m2 go to cars. Please do another round ensuring that all GPs and similar have bicycle parking: St Clements Surgery has nowhere nearby to park a bicycle.</p>	
(o77) Local resident, (Oxford, Church Cowley Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	<p>Almost all of these are locations where I've arrived and searched in vain for a suitable parking space, despite (in several of these locations) plenty of car parking. I'm wholeheartedly in favour. More plans like this please! Especially on Market St, which never has enough cycle parking space.</p>	

	I also think this will be very good for many of the businesses near these locations. I notice that several of these are near pubs, shops and restaurants who will all benefit from the increase in convenient customer parking.	
(o78) Local resident, (Oxford, Church Way)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	Everywhere I go in Oxford by bike there is never enough bicycle parking and I constantly feel bad for locking m my bicycle to street furniture and always spend ages trying to reduce the risk of blocking access to people in wheelchairs or pushing prams	
(o79) Local resident, (Oxford, Copse Lane)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	Oxford is a cycling fixtue and yet we at every often short of bicycle parking. The areas mentioned have been rightly identified as places with inadequate bicycle parking provision.	

(o80) Local resident, (Oxford, Cornwallis Road)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>I particularly strongly support Magdalen Road as there is next to no cycle parking currently available (with some exceptions that are proprietary/shop specific) despite the level of shops/activities located there. I generally always want to travel there by bike but it is made difficult when I can't find somewhere to park.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o81) County Cllr, (Oxford, County Hall)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>Reallocating car parking spaces to cycling is essential to hit LCWIP targets. The spaces on Magdalen Road are in areas where there is a chronic lack of cycle parking, and everywhere else sets an important precedent for allocating space on highways to cycling rather than vehicles.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o82) Local resident, (Oxford, Cricket Road)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street – Support</td></tr> </table>	Boulter Street –	Market Street – Support	Cherwell Drive service road –	Observatory Street – Support						
Boulter Street –	Market Street – Support										
Cherwell Drive service road –	Observatory Street – Support										

	Leckford Place –	St Andrews Road –
	Magdalen Road (south) – Support	Wilberforce Street –
	Magdalen Road (north) – Support	
	<p>Generally there isn't enough cycle parking so the more that can be provided the better. I work at OUH and there's no proper cycle parking anywhere near my work in to e old building if the Churchill. My kids school does not have enough cycle parking to leave your bikes outside, so drop off is carnage as everyone brings their bikes into the school and navigates that and lots of children. It does feel like the emphasis on cycling is not matched by the infrastructure. I recently went to delft in NL. Near the station they have over 10,000 secure underground facilities for bikes</p>	
(o83) Local resident, (Oxford, Croft road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	Very sensible	
(o84) Local Cllr (i.e. Town/Parish/District), (Oxford, David Nicholls Close)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street –
	Leckford Place –	St Andrews Road – Partially support/concerns
	Magdalen Road (south) –	Wilberforce Street – Support

	<table> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>With regard to St Andrew's Road: I suggest varying the proposal while retaining the basic idea: * Prefer taking up a residents' bay to a guest-or-residents' bay as currently proposed * Prefer a location on St Andrew's Road where it is somewhat broader, to reduce the chance of scrapes against parking bay hardware and/or parked cycles -- for example, the space outside No. 2 St Andrew's, the space close to the Laurel Farm Close pedestrian access, or the space outside 92 Old High Street. The locations closest to Old High Street would likely also appeal to patrons of The Black Boy. * Given that the junction mouth of Old High Street currently has a very wide splay, consider whether this could be built out incorporating cycle parking that is better defended from close vehicle passes as part of that. Independently of any scheme close to the White Hart, I note that the Laurel Farm Close vehicular entrance has a stretch of pavement (Osler Road side) which leads nowhere; this could be a good spot for off-road Sheffield stands.</p>	Magdalen Road (north) –									
Magdalen Road (north) –											
(o85) Local resident, (Oxford, Divinity Road)	<table> <tr> <td>Boulter Street –</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>These proposals will provide much-needed additional and secure cycle parking spaces. Parking for all road vehicles should be place on the road rather than on pavements and pedestrian areas were possible, so these proposed sites are welcome.</p>	Boulter Street –	Market Street – Support	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road –	Magdalen Road (south) – Support	Wilberforce Street –	Magdalen Road (north) – Support	
Boulter Street –	Market Street – Support										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road –										
Magdalen Road (south) – Support	Wilberforce Street –										
Magdalen Road (north) – Support											
(o86) Local resident, (Oxford, Dudgeon Drive)	<table> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> </table>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support						
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										

	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	There needs to be more secure cycle parking in Oxford in order to encourage active travel.	
(o87) Local resident, (Oxford, Elizabeth Jennings Way)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Partially support/concerns	Observatory Street – Partially support/concerns
	Leckford Place – Support	St Andrews Road – Partially support/concerns
	Magdalen Road (south) – Support	Wilberforce Street – Partially support/concerns
	Magdalen Road (north) – Support	
	Creating on street cycle parking is to be supported wherever possible, but I would not support the removal of time limited parking spaces near businesses reliant on the availability of these for their trade.	
(o88) Local resident, (Oxford, Ethelred Court)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	

	Many of these locations have no cycle park provision, meaning that bikes need to be locked to lamp posts, street signs etc. This is poor for cyclists and pedestrians. Better cycle parking encourages more cycling	
(o89) Local resident, (Oxford, Florence Park Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	Great use of the carriageway, more please!	
(o90) Local resident, (Oxford, Fortnam Close)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	Insufficient cycle parking currently	
(o91) Local resident, (oxford, Gardiner St)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road –	Observatory Street –

	Leckford Place –	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	City desperately needs more cycle parking.	
(o92) Local resident, (Oxford, Glanville Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	Cycle parking is an essential part of active travel infrastructure and goes a huge way towards encouraging active travel and thus discouraging congestion.	
(o93) Local resident, (Oxford, Great Claredon Street)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	

	Bike parking provision need to be increased across the city to encourage people to cycle. I wholly support any schemes to increase the number of bike parking spaces and hope that this initial programme will be replicated on a much wider scale	
(o94) Local resident, (Oxford, Great Clarendon Street)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	We need more bicycle parking in Oxford!	
(o95) Local resident, (Oxford, Grove st)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	More cycle parking is needed in these locations. This encourages low carbon transport and reduces inconsiderate cycle parking on pavements.	
(o96) Local resident, (Oxford, Hendred Street)	Boulter Street – Support	Market Street – Support

	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	I am in general in favour for more cycle parking spaces.	
(o97) Local resident, (Oxford, Hill Top Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road –	Observatory Street –
	Leckford Place –	St Andrews Road –
	Magdalen Road (south) – Support	Wilberforce Street –
	Magdalen Road (north) – Support	
	More, better cycle parking is widely needed	
(o98) Local resident, (Oxford, Hinksey Hill)	Boulter Street – Object	Market Street – Support
	Cherwell Drive service road – Object	Observatory Street – Object
	Leckford Place – Object	St Andrews Road – Object
	Magdalen Road (south) – Support	Wilberforce Street – Object
	Magdalen Road (north) – Object	

	I do not think it is a good idea to remove short term parking bays or permit holder bays. Would it not be a good idea to look at double height/two tier parking for bikes or vertical parking?	
(o99) Local resident, (Oxford, Hollow Way)	Boulter Street –	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road –
	Magdalen Road (south) – Support	Wilberforce Street –
	Magdalen Road (north) – Support	
	I support better on-street parking for bikes (and you can park several in a space for just one car) but am not prepared to comment on locations I'm not familiar with.	
(o100) Local resident, (Oxford, Hurst St)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	Oxford proposes itself as a cycling city, but most cycle parking is extremely overcrowded and thus it can often be difficult to park. More cycle parking is sorely needed.	
(o101) Local resident, (Oxford, hurst street)	Boulter Street – Support	Market Street – Support

	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	Magdalen road : also plant a tree in the curb.	
(o102) Local resident, (Oxford, Jack Straws Lane)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	there's not enough cycle parking generally although you really should remove the cycle hoops blocking the cycle path on Speedwell Street.	
(o103) Local resident, (Oxford, King street)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	

	We desperately need new bike parking, there's a massive shortage - I would love more particularly in the city centre as there is truly never enough - I'm sick of car parking being prioritised by the council, especially the city council and whilst this scheme is a step in the right direction it needs to go much further. Bike parking serves local residents, car parking is for out of towners and we should be prioritised	
(o104) Local resident, (Oxford, Leckford Place)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street –
	Leckford Place – Support	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	
	I am strongly supportive of the plan to introduce on street cycle parking on Leckford Place in lieu of one of the existing 2 hour parking spaces. I live on Leckford Place and there has long been a problem with visitors to The Gardener's Arms chaining up their bikes in front of residents' houses and on footpaths and to lampposts, leading to obstruction and noise late at night when they go to retrieve their bikes once the pub closes. Putting something in place to keep cycle parking close to the pub and away from residents' houses (on both Leckford Place and Plantation Road, ,where it is also a problem) is long overdue.	
(o105) Local resident, (Oxford, Leckford Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	

	Generally very supportive of cycle infrastructure in Oxford. At Leckford Place near me in particular there is a need because pub traffic doesn't have a place to park bikes and it causes hassle for cyclists and conflict with local residents.	
(o106) Local resident, (Oxford, Leckford Road)	Boulter Street –	Market Street –
	Cherwell Drive service road – Object	Observatory Street – Object
	Leckford Place – Object	St Andrews Road – Object
	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	
	<p>As a cyclist and a car user I am objecting the the proposals above as they take away parking spaces. I have experience of locking my bike up in all the areas I have objected to and I absolutely support the need for secure facilities at these places, however my objection is that I have also experienced needing to use the parking facilities at all these locations too, mainly due to when I have elderly relatives with me. In all these locations there are perfectly safe areas to put cycle parking on the carriageway on presently double yellow lines. I feel strongly that it should not be either or, but both. There are many elderly people living around Leckford place who have visitors and carers who are already frustrated by limited parking. Marston shops rely on both local foot/cycle trade and passing car trade for their survival. St Andrew's church and the local pub need to welcome cyclists, but you exclude the elderly if you take away parking spaces. Oxford does not give out disabled badges lightly "simply being frail or elderly does not qualify". What are those local residents who cannot walk that far and are no longer safe on a bicycle supposed to do?</p> <p>So, I support your intention to help out us poor cyclists who think twice about using a bike if we have nowhere secure to lock it. Well done. But please could you make these improvements without reducing the already limited parking for those that need to occasionally use the car. I can assure you that within the city there are really not that many local residents making 'unnecessary' journeys by car, and taking away a handful of parking spaces will not impact the number that are made. It will however very much impact those who are making necessary journeys detrimentally.</p>	
(o107) Local resident, (Oxford, Leckford Road)	Boulter Street –	Market Street – Support

	Cherwell Drive service road – Object	Observatory Street – Support
	Leckford Place –	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	
	<p>My responses are led by my experiences of cycling and driving in oxford for the past 40 years along with being a, now retired, city centre business owner.</p> <p>My singular objection on the Cherwell Drive service road proposal is that there's currently enough cycle provision and that erosion of vehicle parking there would have a detrimental effect on local businesses and how that area is used.</p> <p>Please do provide more city centre cycling focussed initiatives.</p> <p>Kind regards</p> <p>Craig Muir</p>	
(o108) Local resident, (Oxford, Leopold St)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	<p>I support the proposals, but I think provision should be made for more bicycle parking. For example, outside the Rusty Bicycle, more than 3 Sheffield stands are required for the number of people that visit the nearby pubs, cafes, shops etc. This could easily be doubled/tripled, for the number of bikes seen tied to lampposts and street signs.</p>	
(o109) Local resident, (Oxford, Liddell Road)	Boulter Street – Support	Market Street – Support

	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	More cycle parking is always needed. Just wish there was more at the bottom end of High Street as Queens Lane is always full	
(o110) Local resident, (Oxford, Linkside Avenue)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	As the number of cyclists increase in Oxford, the number of safe bike spaces should be increased.	
(o111) Local resident, (Oxford, Magdalen Rd)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	

	<p>I live on Magdalen Rd and strongly support additional cycle parking, which is currently very limited given the large number of people visiting or living on the street. In general, I am very supportive of increasing cycle parking access throughout Oxford, which is often over capacity currently. This will help support a transition from car travel to cycle travel.</p>	
(o112) Local resident, (Oxford, Magdalen Road)	Boulter Street – Object	Market Street – Object
	Cherwell Drive service road – Object	Observatory Street – Object
	Leckford Place – Object	St Andrews Road – Object
	Magdalen Road (south) – Object	Wilberforce Street – Object
	Magdalen Road (north) – Object	
	<p>Parking for cars is already near impossible in this area as it is, to turn parking spaces into bike areas will further that nightmare. I understand Oxford is trying to move away for having cars, but the reality is that until the public transport network has significantly improved, cars are still a total necessity for most residents here. Until then, as many parking spaces as possible are still required, bikes can go virtually anywhere</p>	
(o113) Local resident, (Oxford, Magdalen road)	Boulter Street – Object	Market Street – Object
	Cherwell Drive service road – Object	Observatory Street – Object
	Leckford Place – Object	St Andrews Road – Object
	Magdalen Road (south) – Object	Wilberforce Street – Object
	Magdalen Road (north) – Object	
	<p>IT IS A NIGHTMARE PARLING HERE PLEASE DONT</p>	

<p>(o114) Local resident, (Oxford, Magdalen Road)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>Would always be nicer to have more secure public cycle parking available, especially on Magdalen Road where I live! Bike parking at properties often very limited.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o115) Local resident, (oxford, magdalen road)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>i cycle everywhere and often end up locking my bike to peoples gates or in places where i might be obstructing the pavement because i have nowhere else to park my bike</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o116) Local resident, (Oxford, Magdalen Road)</p>	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> </table>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road –				
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road –										

	Magdalen Road (south) – Object	Wilberforce Street –
	Magdalen Road (north) – Support	
	<p>With regard to the plans for the south side of Magdalen Road, it looks like you are planning to remove the rowan tree, which is one of the very few reasonably mature trees on that side of the street. I hope you will not do that.</p> <p>As a general matter, I think some of the recent cycle-parking installations around town - the enormous black plastic bays - are pretty ugly and I hope someone is thinking about basic aesthetics. I would prefer traditional racks or, even better, planter-style installations that would support the greening of the streetscape (see cyclehoop.com/product/planter-rack/ for illustration).</p>	
(o117) Local resident, (Oxford, Magdalen Road)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street –
	Leckford Place –	St Andrews Road –
	Magdalen Road (south) – Partially support/concerns	Wilberforce Street –
	Magdalen Road (north) – Partially support/concerns	
	<p>There is a desperate need for on-street cycle parking on Magdalen Road but these should not impact on short term parking which the small businesses on the street rely upon.</p>	
(o118) Local resident, (Oxford, Magdalen Road)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street –
	Leckford Place –	St Andrews Road –
	Magdalen Road (south) – Object	Wilberforce Street –

	<table> <tr> <td>Magdalen Road (north) – Object</td><td></td></tr> </table> <p>Opion on Magdalen Road. There are not enough car parking spaces on the street and bike parking has never been an issue. The street badly needs car parking due to the nature of its use. As a cyclist, lack of car parking spaces causes problems as people stop in inappropriate places and cause jams. What Magdalen road really needs is adaptations to suit its conversion from a one way to a two way street and better traffic calming measures than the insane speed bumps with that make large parts of the road inaccessible with wheelchairs and prams, or wheels in general, ruin chassis on cars and are really uncomfortable to cycle over. Could we spend the funds on making the road make sense for all users, including cyclists? Currently it is a pain in the a**e even as a pedestrian sometimes</p>	Magdalen Road (north) – Object									
Magdalen Road (north) – Object											
(o119) Local resident, (Oxford, Marston Road)	<table> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>There is insufficient space on pavements for the amount of pedestrian/wheelchair/pushchair traffic and these changes will make the roads safer for everyone.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o120) Local resident, (Oxford, Marston road)	<table> <tr> <td>Boulter Street –</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table>	Boulter Street –	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place –	St Andrews Road –	Magdalen Road (south) – Support	Wilberforce Street –	Magdalen Road (north) – Support	
Boulter Street –	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place –	St Andrews Road –										
Magdalen Road (south) – Support	Wilberforce Street –										
Magdalen Road (north) – Support											

	I use the areas I have marked as “support” and would find the cycle parking useful there. I don’t know the other places well enough to comment, but in general I think it’s a good idea.	
(o121) Local resident, (Oxford, Mill Street)	Boulter Street – Support	Market Street – Partially support/concerns
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	I strongly support any attempt to extend the availability of parking and to encourage cycling in Oxford. My only comment on these specific proposals is that the designs for Market Street are not ambitious enough. Cycle parking in the city centre, in particular around Cornmarket, is insufficient. The racks on Market St outside Boots, and around the side and back of the Westgate are frequently full at busy periods. The pedestrianisation of Market St is an opportunity to significantly expand parking provision, and more than two stands should be installed. My other comment about cycle parking in general is that cycle stands should always be standard "Sheffield" U-shaped stands. Novelty or decorative stands are without exception more difficult to attach a bike to, and are less secure. Similarly, the two-tier stands such as those used at the University's Iffley Road sports centre require a user to lift their bike onto the second level, and are cumbersome and inaccessible.	
(o122) Local resident, (Oxford, Minster Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	

	They are all places where it is hard to securely park a bike. More spaces also needed at Carfax!	
(o123) As a business, (Oxford, Monmouth Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	<p>Our business uses bicycles as the main form of transport when in and around Oxford but it is extremely challenging to find a cycle parking space in the area identified. These proposals would provide much needed cycle parking without sacrificing pedestrian areas of the city. Contrary to popular belief, and according to a recent academic report, that the lack of car parking on our high streets is one of the reasons for boarded up shops and lower spending levels in shops and hospitality outlets. But this has been consistently proven a falsehood.</p> <p>Actually, per square metre, cycle parking can deliver five-times higher retail spend than the equivalent area of car parking. This government backed study also found that compact towns that were optimised for walking and cycling could have “retail density” 2.5 times higher than a typical urban centre.</p> <p>Take Newcastle, Acorn Road, which was converted in 2015 to remove a two-way street for cars and in its place was installed a one-way system for cars and a two-way cycleway, including the removal of 20 car parking spaces. Initially, local business owners were concerned about a loss of footfall and trade without people being able to park nearby. However, the new system in fact yielded an improved atmosphere for business with better and more pleasant access for pedestrians and cyclists.</p> <p>Surveying 500 people, 77% agreed that ‘Acorn Road is a thriving retail area’ following the introduction of the traffic calming measures.</p> <p>Add to this a London survey of BIDs (Business Improvement Districts), which overwhelmingly linked an appealing environment for spending more time in, walking, and cycling, as very important for business performance".</p> <p>https://turvec.com/blog/the-economic-benefits-of-investing-in-cycling-infrastructure</p> <p>Fear of change is normal but the evidence suggests this will be beneficial not harmful to businesses as well as visitors</p> <p>Jamie Clarke</p>	

<p>(o124) Local resident, (Oxford, Morrell Ave)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>I travel to these locations by bike and more bike parking is clearly needed</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o125) Local resident, (Oxford, Norreys Avenue)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>There is a shortage of cycle racks in the city, and it would be great to have more of them in these locations</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o126) Local resident, (Oxford, Norton Close)</p>	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road – Object</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> </table>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road – Object	Magdalen Road (south) –	Wilberforce Street –		
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road – Object										
Magdalen Road (south) –	Wilberforce Street –										

	<table> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>St Andrews Road is quite narrow at this point and the junction with Old High Street is quite hazardous enough without this addition.</p>	Magdalen Road (north) –									
Magdalen Road (north) –											
(o127) Local resident, (Oxford, Oatlands Road)	<table> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>I strongly support the provision of vastly more secure cycle parking to encourage cycling as a serious alternative to private cars in the city.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o128) Local resident, (Oxford, Observatory)	<table> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>I lack a bicycle storage site, suppression of car parking acceptable considering usual use, location is ok</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street – Support	Leckford Place –	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street – Support										
Leckford Place –	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											

(o129) Local resident, (oxford, observatory st)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street – Object</td></tr> <tr> <td>Leckford Place – Object</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>You have already taken away the 2 hour parking slot with Jericho cafe garden roadside, even though they also have a big garden. Your parking permit website has had 1000's of complaints of how difficult it is to obtain permits and now you want to take away our 1 hour also? This, and the congestion charge, why are you trying to make it so hard for us to live and work in Oxford or to have visitors</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street – Object	Leckford Place – Object	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street – Object										
Leckford Place – Object	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											
(o130) Local resident, (Oxford, Observatory Street)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street – Object</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>The removal of the one hour parking bay in Observatory Street will create difficulties for visitors and contractors, who already struggle to find parking available in this area of Oxford.</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street – Object	Leckford Place –	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street – Object										
Leckford Place –	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											
(o131) Local resident, (Oxford, Peacock road)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> </table>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support						
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										

	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	More cycle parking required	
(o132) Local resident, (Oxford, Peartree Close, Greater Leys)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	I am in support of as much on street cycle paking as possible. I feel a lot more secure being able to lock my bike to a stand rather than just put the lock through the wheels.	
(o133) Local resident, (Oxford, Peat Moors)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	These are truly needed and will be highly helpful to enable cycling to key destinations. Long overdue	

(o134) Local resident, (Oxford, Plantation Rd)	<table> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>My wife and I support the proposal for bicycle parking spaces in Leckford Place, although with a minor suggestion for modification.</p> <p>We are long-standing (38yr) residents of Plantation Rd, next to the Gardeners Arms, which borders the proposed bicycle parking area. Because of a lack of formal bicycle space, visitors to the pub regularly chain their bikes to our front garden railings, despite being asked not to. Other houses in the vicinity of the pub have also suffered from the same problem. Provision of proper bicycle parking spaces would greatly alleviate this difficulty, and would be most welcome.</p> <p>The current 2 hr visitors' car-parking bay on Leckford Place can accommodate 3 vehicles. The bay is just under 15m in length (ie. 14.9m). In order to minimize inconvenience to car-using visitors, might I suggest that the bicycle parking area be limited to ~5m ie. taking up only one of the three current spaces? Although this is a little shorter than the proposed bicycle space (6.2m), it would ensure that 2 car spaces remain for visitors and local van-deliveries. I have spoken with the publican at the Gardeners Arms, and he would be happy with my suggestion.</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place – Support	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place – Support	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											
(o135) Member of public, (Oxford, Plantation Road)	<table> <tr> <td>Boulter Street – Object</td><td>Market Street – Object</td></tr> <tr> <td>Cherwell Drive service road – Object</td><td>Observatory Street – Object</td></tr> <tr> <td>Leckford Place – Object</td><td>St Andrews Road – Object</td></tr> </table>	Boulter Street – Object	Market Street – Object	Cherwell Drive service road – Object	Observatory Street – Object	Leckford Place – Object	St Andrews Road – Object				
Boulter Street – Object	Market Street – Object										
Cherwell Drive service road – Object	Observatory Street – Object										
Leckford Place – Object	St Andrews Road – Object										

	Magdalen Road (south) – Object	Wilberforce Street – Object
	Magdalen Road (north) – Object	
	I object because my son goes to a childminder on Plantation Road, and I use those parking spaces to drop him off. I also use the other parking spaces on nearby roads when visiting clients in the area. I believe that removing them will make it more difficult for me to work.	
(o136) Local resident, (Oxford, Plantation Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	We really need to encourage all forms of active travel and non car travel in Oxford. A massive amount of space if given over to private cars, to the detriment of pedestrians and cyclists and people who don't actually own cars, like me.	
(o137) Local resident, (Oxford, Plantation Road)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street –
	Leckford Place – Object	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	

	Plantation Road has extremely limited parking for residents in the Woodstock Road end. We have all recognised the benefits of parking off the street to keep the street as car free as possible. We also respect the council's requirements not to reduce our garden frontages to create additional car parking spaces. We therefore have an exceptional need for extra parking places nearby for deliveries/services/carers/visitors/families with small children/disabilities - as near as possible to the house. Please note that residents' parking spaces in Leckford Place are nearly always full, so space by the pub is really critical extra parking.	
(o138) Local resident, (OXFORD, PLANTATION ROAD)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street –
	Leckford Place – Object	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	
	THE BENEFIT TO VERY FEW CYCLISTS WILL BE OUTWEIGHED BY THE DISADVANTAGE TO THE LOCAL RESIDENTS, MANY OF WHOM ARE ELDERLY. THE LOCATION IS BESIDE 1 WAY, V NARROW, PLANTATION ROAD, WHERE NO ON STREET PARKING POSSIBLE, AND WYNDHAM HOUSE SHELTERED HOUSING. REMOVING 1 BAY OF ONLY 3 TWO HOUR PARKING BAYS WILL REDUCE NUMBER FOR FREQUENT SHORT TERM VISITORS SUCH AS CARE WORKERS, BUILDERS, DELIVERIES ETC. THERE IS NO OTHER SHORT TERM PARKING AVAILABLE. THE CURRENT SITUATION FOR PARKING IS ALREADY DIFFICULT AND THIS PROJECT WILLEXACERBATE THIS	
(o139) Local resident, (Oxford, Plantation Road)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street – Object
	Leckford Place – Object	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street –

	Magdalen Road (north) –	
	Spaces are already extremely difficult to find to stop and drop children at nursery or pick up something from the pharmacy or shops.	
(o140) Rather not say, (Oxford, Plantation Road)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street – Partially support/concerns
	Leckford Place – Object	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	
	<p>The proposed bays are unsightly and are likely to attract long term storage of bikes rather than just for a few hours here and there. The Placement on Leckford Road wouldn't benefit residents the majority either have their own gardens or, who in the case of the nearest property to this location are elderly (Anchor 55+ housing with cycle parking provided on site). The only users of the cycle parking are likely to be users of the pub. Loss of more 2 hour bays in the area restrict access for carers, visitors and visiting contractors.</p> <p>The large roll top doors are too heavy for many people to use. There isn't a clear need for cycle parking in Leckford Place. as it is entirely residential apart from the pub.</p>	
(o141) Local resident, (Oxford, Plantation Road)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street –
	Leckford Place – Partially support/concerns	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	

	It reduces the number of parking spaces for residents of Plantation Rd/Leckford Place. Alternative could be on the Leckford Place side of the nursery on Plantation Rd. Pick up and drop off at the nursery causes dangerous parking anyway on the corners of these roads.	
(o142) Local resident, (Oxford, Plantation Road)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street –
	Leckford Place – Partially support/concerns	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	
	Reference: CM/12.6.320?P0343 Dear Mr Mauz Thank you for seeking comments about the proposed cycle parking in Leckford Place. I am sure that cycle parking in Leckford Place will benefit the community. But I am not convinced that the particular location of the cycle parking in Leckford Place will benefit the community. The loss of a 2 hour parking spot will be of great concern to the locality. For there is a lack of short term parking locally. May I therefore suggest that rather than removing on a 2 hour parking place for the proposed cycle parking that the present parking places are retained, and that the proposed cycle parking space is placed just north of the present car parking spaces in Leckford Place. That would benefit both car and bicycle parking, and would not hinder the light flow of traffic along Leckford Place. Alwyn Pettersen	
(o143) Local resident, (Oxford, Plantation road)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street –
	Leckford Place – Partially support/concerns	St Andrews Road –

	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	
	<p>My husband and I are very supportive of the proposal to install bicycle parking spaces in Leckford Place. We think it's a great idea and long overdue. However, we would like to suggest a small modification to the current plan. We have lived on Plantation Road, next to the Gardeners Arms Pub, for nearly 40 years. Over that time, we've often had pub visitors chaining their bikes to our front garden railings, despite our polite requests not to do so. Other neighbours have had the same problem. We're hopeful that the proposed bicycle parking near the pub will finally help to resolve this ongoing issue.</p> <p>Our suggestion concerns the size of the new bicycle bay. The proposed location on Leckford Place currently provides 2-hour visitor parking for three cars, with the bay measuring just under 15 metres in length. To help balance the needs of both cyclists and drivers, might it be possible to reduce the bicycle parking area slightly — to around 5 metres (roughly one car space) instead of the full 6.2 metres proposed? This adjustment would still provide ample bicycle parking while ensuring that two spaces remain available for visitors and local deliveries.</p> <p>We hope this suggestion is helpful and can be taken into consideration.</p>	
(o144) Local resident, (Oxford, Plantation Road)	Boulter Street –	Market Street – Partially support/concerns
	Cherwell Drive service road –	Observatory Street – Partially support/concerns
	Leckford Place – Object	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	
	<p>There are more cars than spaces in this block of streets; reducing any parking is unhelpful. That slot is often occupied with skips for properties in the top end of Plantation Road where there isn't room to put them. Bikes appear on the street mostly in relation to The Gardener's Arms evening opening. The D'overbroecks school has an undue amount of road marking/restriction adjacent: could bikes go in some of that space?</p>	

(o145) Local resident, (Oxford, Plantation Road, corner of Leckford Place)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place – Partially support/concerns</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>Leckford place proposedthis is next to a pub. We rarely see any cyclists on this street. People going to the pub, mainly students, who live locally normally walk. Others are senior citizens, We don't have or see many cyclists at all on Leckford Place or Plantation Road. Drivers who park are construction workers doing a job in the neighbourhood.</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place – Partially support/concerns	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place – Partially support/concerns	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											
(o146) Local resident, (Oxford, Ramsay rd)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>I don't know enough about some of the locations but in particular I think wilberforce street is a great idea. There is no cycle parking for the pub so would be used very heavily I think .</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road – Support	Magdalen Road (south) –	Wilberforce Street – Support	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road – Support										
Magdalen Road (south) –	Wilberforce Street – Support										
Magdalen Road (north) –											
(o147) Local resident, (Oxford, Raymund Road)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> </table>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support						
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										

	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	We are a cycling family and would like to see more options for pick up our bikes.	
(o148) County Cllr, (Oxford, Redacted for privacy reasons)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	It is vitally important that every resident in Oxford has somewhere secure to store their bike. We are a long way from achieving this but these proposals are a welcome step in the right direction.	
(o149) Local resident, (Oxford, Reliance Way)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	It's often hard to find cycle parking in Magdalen Road and other streets, and I strongly welcome these changes.	

(o150) Local resident, (Oxford, Reliance Way)	<table> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>Increasing cycle parking will increase support for local businesses and will make it easier to secure bicycles properly thus reducing theft. Encouraging more cycling to businesses will also reduce vehicular traffic on nearby roads thus increasing safety and decreasing pollution as well as the carbon impact on the climate.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o151) Local resident, (Oxford, Rewley Road)	<table> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place – Object</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>These spaces in Leckford Place are used by parents including me, for attending events at the children's nursery, all week from Monday to Sunday. Many parents attend with multiple children, travel long distances and require parking as a result. This is not a good location for bicycle parking.</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place – Object	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place – Object	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											

<p>(o152) Local resident, (Oxford, Richards Lane)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>We need to reduce vehicular traffic - to unclog traffic and reduce pollution. Facilitating biking is one way of doing this. So we need to make it as easy as possible to use one's bike.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o153) Local resident, (Oxford, Rymers Lane)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>We need to allocate space more fairly. Cars do not have a monopoly on public space. Oxfordshire aspires to be a cycling county, so we should take all steps in that direction.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o154) Local resident, (Oxford, Shirelake Close)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> </table>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support				
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										

	Magdalen Road (south) – Support		Wilberforce Street – Support
	Magdalen Road (north) – Support		
	As part of the active travel plan, more space to park bicycles - securely - is needed. This will help with that. Multiple bikes in the place of one single car. Great! We need more!		
(o155) Local resident, (Oxford, Southfield Park)	Boulter Street – Support		Market Street – Support
	Cherwell Drive service road – Support		Observatory Street – Support
	Leckford Place – Support		St Andrews Road – Support
	Magdalen Road (south) – Support		Wilberforce Street – Support
	Magdalen Road (north) – Support		
	Thank you for installing bike racks in the road and not on the pavement.		
(o156) Local resident, (OXFORD, Southfield Road)	Boulter Street – Support		Market Street – Support
	Cherwell Drive service road – Support		Observatory Street – Support
	Leckford Place – Support		St Andrews Road – Support
	Magdalen Road (south) – Support		Wilberforce Street – Support
	Magdalen Road (north) – Support		
	Oxford seriously needs more cycle parking, and it's appropriate that this replaces car parking spaces.		

<p>(o157) Member of public, (Oxford, Southfield Road)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>There is insufficient cycle parking in Oxford, and I support any improvements that would make it more possible for people to cycle and leave their bikes securely locked (and preferably under cover). New provision is also required for locking larger cargo bikes, which are becoming more prevalent.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o158) Member of public, (OXFORD, Southfield Road)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>Any increase in safe bike parking rather than cars is welcome!</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o159) Local resident, (Oxford, Southmoor Road)</p>	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road –</td></tr> </table>	Boulter Street –	Market Street – Support	Cherwell Drive service road –	Observatory Street – Support	Leckford Place – Support	St Andrews Road –				
Boulter Street –	Market Street – Support										
Cherwell Drive service road –	Observatory Street – Support										
Leckford Place – Support	St Andrews Road –										

	Magdalen Road (south) – Support	Wilberforce Street –
	Magdalen Road (north) – Support	
	Cyclists should be rewarded for cycling rather than driving with easily-accessible parking. Having to use street furniture is frustrating and poses problems for pavement users esp. wheelchair users and the blind.	
(o160) Local resident, (Oxford, St aldates)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	More cycle parking is needed	
(o161) Local resident, (Oxford, Stratfield)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Partially support/concerns
	Magdalen Road (south) – Partially support/concerns	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	<p>There is a clear need for cycle parking in all these locations.</p> <p>The Magdalen Rd (South side) location is awkwardly placed on a corner, and on a route used by pedestrians.</p> <p>The St Andrews Road location is on a busy road, but one which should eventually get traffic reduction.</p>	

(o162) Local resident, (Oxford, Stratfield)	<table> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>Some of these are important in providing cycle parking for shops. Walton St is notoriously underprovided with cycle parking, and the extra parking on Observatory St will help businesses there. The Rusty Bicycle pub and other shops on Magdalen Rd similarly need cycle parking. As does the White Hart pub on St Andrews Rd. Others will be hugely useful to residents with little or no space for off-road parking, e.g. on Boulter St.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o163) Local resident, (Oxford, Temple Street)	<table> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>Replacing one or two parking spaces (in each case) in order to provide many more cycle parking spaces supports active travel and the local economy. Also need to think about parking for larger cargo bikes etc.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											

<p>(o164) Local Cllr (i.e. Town/Parish/District), (Oxford, Town hall, st Aldates)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>More cycle parking is needed and consistent with city and council supported policies to increase the number of cycle trips in the city.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o165) Local resident, (Oxford, Townsend Square)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>I fully support the addition of desperately needed bike parking. It is correct to add them in place of car parking instead of at the expense of pavement space. However, we will need much more cycle parking, particularly off Cowley Road and Iffley Road. Please continue to add new cycle parking in parking spaces because these additions are a mere drop in the ocean. We need hundreds more racks Please also ensure these are Sheffield stands, nothing else.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o166) Local resident, (Oxford, Townsend Square)</p>	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street – Support</td></tr> </table>	Boulter Street –	Market Street – Support								
Boulter Street –	Market Street – Support										

	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road –
	Magdalen Road (south) – Support	Wilberforce Street –
	Magdalen Road (north) – Support	
	All the roads I am familiar with could desperately use more bike parking, so I support! I have put no objection on the roads I am not familiar with.	
(o167) Local resident, (Oxford, Trinity Street)	Boulter Street –	Market Street – Support
	Cherwell Drive service road –	Observatory Street –
	Leckford Place –	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	
	It's a good idea on Market Street to prevent illegal cars and vans using the area.	
(o168) Local resident, (Oxford, Walton St)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street – Support
	Leckford Place – Support	St Andrews Road –
	Magdalen Road (south) – Partially support/concerns	Wilberforce Street –
	Magdalen Road (north) –	

	Cycle parking provision in Jericho is appalling & has not kept pace with the change of shops & cafes attracting increasing number of cyclists.	
(o169) Local resident, (Oxford, Walton Street)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	As a cyclist who often finds the available bike stands full at many locations, the more spaces there are to secure your bike the better.	
(o170) As a business, (oxford, Walton Street)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	Around oxford there are not enough locations to lock	
(o171) As a business, (Oxford, Wilberforce Street)	Boulter Street –	Market Street –

	Cherwell Drive service road –		Observatory Street –
	Leckford Place –		St Andrews Road –
	Magdalen Road (south) –		Wilberforce Street – Object
	Magdalen Road (north) –		
	As the Landlord of the Butcher's Arms on Wilberforce Street I object to the removal of what is the only non resident parking anywhere near my business.		
(o172) Local resident, (Oxford, Woodstock Road)			
	Boulter Street – Object		Market Street – Object
	Cherwell Drive service road – Object		Observatory Street – Object
	Leckford Place – Object		St Andrews Road – Object
	Magdalen Road (south) – Object		Wilberforce Street – Object
	Magdalen Road (north) – Object		
	There is already not enough parking and there is not a problem with bicycles finding a place to park so why are you taking away parking places? I think it's just to make more money from tickets. All your ticket wardens are running around the city making up times just to hand out fraudulent tickets. I have already had to contact the council over two of them to get a refund. Your government will not be reelected. No one wants any of this. It doesn't even make sense.		
(o173) Local resident, (Oxford, Wykeham Crescent)	Boulter Street – Support		Market Street – Support
	Cherwell Drive service road – Support		Observatory Street – Support
	Leckford Place – Support		St Andrews Road – Support

	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	Support increasing more bicycle parking. Often I go and meet friends and family to have a coffee or do some shopping but there's nowhere close to leave my bike or it causes a delay to find parking. .	
(o174) Local resident, (Oxford, Boulter Street)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	I am a cyclist and struggle to find space to park my bike. I am concerned that there are plenty of spaces for cars but very little space for bikes in areas with terrace housing. It would be easier for me to get a second car and park in the street than get a cargo bike with the current system. I therefore support measures to incentivise more environmentally friendly transport.	
(o175) Local resident, (Oxford, Cowley)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	

	I support having more cycle parking which is much needed across the city. It is important to maintain space for pedestrians so I support removing car parking spaces for the bike parking.	
(o176) Local resident, (Oxford, Crescent Road)		
	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
There is an acute shortage of parking in these locations. Sheffield stands are the gold standard.		
(o177) Local resident, (Oxford, Harold Hicks Place)		
	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
Thank you, really support these, desperately need more cycle parking, and strongly support this. Ring in the highway (and not taking already limited space from pedestrians), more please!		
(o178) Local resident, (Oxford, Headley Way)		
	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support

	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	<p>I am a local resident who uses these streets often for work, commuting, and leisure. More cycle parking should be a priority, and would help encourage greater use. Furthermore, on the specific changes proposed to Cherwell Drive, there should also be speed barriers installed on that service road in front of the shops: currently, cars use that as a rat run at very high speeds, and I have both witnessed as well as been directly affected by drivers nearly hitting pedestrians and cyclists who are turning into Copse Lane.</p>	
(o179) Local resident, (Oxford, Headley way)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	<p>Regular cyclist and I frequently struggle to find secure parking in convenient locations such as these. Also I am a pedestrian and I despair at the removal of pavement space for new things such as Voi parking and signage. About time we made better use of the currently huge amount of space dedicated to motor vehicle storage.</p>	
(o180) Local resident, (Oxford, Holywell street)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support

	Magdalen Road (south) – Support		Wilberforce Street – Support
	Magdalen Road (north) – Support		
	There is a clear need for more cycling parking in central Oxford - these proposals are greatly welcomed		
(o181) Local resident, (Oxford, James st)	Boulter Street – Support		Market Street – Support
	Cherwell Drive service road – Support		Observatory Street – Support
	Leckford Place – Support		St Andrews Road – Support
	Magdalen Road (south) – Support		Wilberforce Street – Support
	Magdalen Road (north) – Support		
	We need more cycle parking and safe cycle routes and less vehicle parking to encourage people to cycle rather than drive.		
(o182) Local resident, (oxford, kingston road)	Boulter Street – Support		Market Street – Support
	Cherwell Drive service road – Support		Observatory Street – Support
	Leckford Place – Support		St Andrews Road – Support
	Magdalen Road (south) – Support		Wilberforce Street – Support
	Magdalen Road (north) – Support		
	neither my wife or i use a car and cycle everywhere so the more cycle parking the better!		

<p>(o183) Local resident, (oxford, magdalen rd)</p>	<table border="1"> <tr> <td>Boulter Street – Object</td><td>Market Street – Object</td></tr> <tr> <td>Cherwell Drive service road – Object</td><td>Observatory Street – Object</td></tr> <tr> <td>Leckford Place – Object</td><td>St Andrews Road – Object</td></tr> <tr> <td>Magdalen Road (south) – Object</td><td>Wilberforce Street – Object</td></tr> <tr> <td>Magdalen Road (north) – Object</td><td></td></tr> </table> <p>Removal of shared parking bays is against the basic human rights</p>	Boulter Street – Object	Market Street – Object	Cherwell Drive service road – Object	Observatory Street – Object	Leckford Place – Object	St Andrews Road – Object	Magdalen Road (south) – Object	Wilberforce Street – Object	Magdalen Road (north) – Object	
Boulter Street – Object	Market Street – Object										
Cherwell Drive service road – Object	Observatory Street – Object										
Leckford Place – Object	St Andrews Road – Object										
Magdalen Road (south) – Object	Wilberforce Street – Object										
Magdalen Road (north) – Object											
<p>(o184) Local resident, (Oxford, Meadow lane)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>Any provision does need to be done properly so it is secure for bicycles. Some bike parking is not fit for purpose.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
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Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
<p>(o185) Local resident, (Oxford, Morrell Avenue)</p>	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> </table>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support		
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Magdalen Road (south) – Support	Wilberforce Street – Support										

	<table> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>Desperately need more cycle spaces in Oxford. People can't cycle everywhere if there's nowhere to lock the bike at destination.</p>	Magdalen Road (north) – Support									
Magdalen Road (north) – Support											
(o186) Local resident, (Oxford, Old Road)	<table> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>These are all sensibly placed and meet well recognised needs - eg I have often in the past had to lock my cycle to street furniture by the Rusty Bicycle.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
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Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o187) Local resident, (Oxford, Plantation Road)	<table> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place – Object</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>I am a resident near by who really on visit from carers, there is already a lack of parking in the vicinity of my residence. Carers often have to park 5 to 10 minutes away from my home. Additionally there is high demand and lack of provision of parking for service men and contractors. I do not feel that the location of the proposed cycle provision outside the pub is appropriate as I think it will encourage people to access the pub by cycle. I do not see any evidence</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place – Object	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place – Object	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											

	that there are cycles in the are that would utilise the facilitie. On particular I have noted that the cycle parking facilitie in the jericho are e.g. cranham street has not resolted in stopping cycle parking on the pavement.	
(o188) Local resident, (Oxford, Rymers Lane)		
	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
Parking shouldn't be provided just for cars. A large chunk of people in these areas don't have a car. Visitors have no where to park their bikes. We need more cycle parking in all areas - e.g. the whole Divinity Rd neighbourhood in east oxford - please do there next!		
(o189) Local resident, (Oxford, Walton street)		
	Boulter Street – Object	Market Street –
	Cherwell Drive service road – Object	Observatory Street – Object
	Leckford Place – Object	St Andrews Road –
	Magdalen Road (south) – Object	Wilberforce Street –
	Magdalen Road (north) – Object	
There is now plenty of cycle parking around the new humanist building in Jericho whilst to few parking bays. People park on residents parking instead and the cyklists don't park on the available designated places. They can start doing that before getting new ones		

(o190) Local resident, (Oxford, WILBERFORCE STREET)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place –</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street – Object</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>As a Wilberforce Street resident I strongly object to additional cycling parking places. We already have a shortage of parking in the area for both residents and visitors, there are plenty of railings for people to leave their bikes chained to if they wish to visit the pub and many more on the High Street in Headington. Adding these cycling places will result in the loss of at least 3 much needed parking spaces.</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place –	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street – Object	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place –	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street – Object										
Magdalen Road (north) –											
(o191) Local resident, (Oxford , private, Hamilton rd)	<table border="1"> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>We are in desperate need of more secure bike parking. Even more so as we are encouraged to cycle into town. We never have enough parking spaces, so people lock up bikes over already locked bikes.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) –	Wilberforce Street – Support	Magdalen Road (north) – Support	
Boulter Street – Support	Market Street – Support										
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Leckford Place – Support	St Andrews Road – Support										
Magdalen Road (south) –	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o192) Local resident, (Oxford city, Leckford road)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street – Object</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street – Object</td></tr> </table>	Boulter Street –	Market Street – Object	Cherwell Drive service road –	Observatory Street – Object						
Boulter Street –	Market Street – Object										
Cherwell Drive service road –	Observatory Street – Object										

	Leckford Place – Object	St Andrews Road –
	Magdalen Road (south) – Object	Wilberforce Street –
	Magdalen Road (north) –	
	<p>Leckford Place. Residents parking is very tight in this area, There is no demand for on street cycle bays, cyclists coming to the school prefer to leave cycles inside the school the rest of the road only has 5 houses all with front gardens. Why make life more difficult for local residents ?</p> <p>Observatory Street. Removing these parking places will negatively affect businesses in Walton Street, these places are used regularly for short term parking, why remove them?</p> <p>Market street. Removing these places will adversely affect patients trying to access the Surgery at 28 Northgate who are unable due to medical problems to attend the surgery by foot or cycle.</p>	
(o193) Local resident, (Oxford jericho, Plantation Road)	Boulter Street – Partially support/concerns	Market Street – Partially support/concerns
	Cherwell Drive service road – Object	Observatory Street – Object
	Leckford Place – Object	St Andrews Road – Object
	Magdalen Road (south) – Partially support/concerns	Wilberforce Street – Partially support/concerns
	Magdalen Road (north) – Partially support/concerns	
	<p>Leckford place parking is already congested the parking places should be made out for disabled blue badge parking not cycle parking. Am not sure who would use and why as there is only the pub and homes.</p>	
(o194) Local resident, (Oxforde, Plantation Road)	Boulter Street –	Market Street – Object
	Cherwell Drive service road – Object	Observatory Street – Object

	Leckford Place – Object	St Andrews Road – Object
	Magdalen Road (south) – Object	Wilberforce Street – Object
	Magdalen Road (north) – Object	
	<p>There isn't a need for on-road cycle parking in most of these locations. Things work perfectly well as they are and this seems a pretty obvious ruse to reduce the number of limited time parking bays in the area when there aren't enough of them in the first place. Residents struggle to find places for visitors and tradesmen to park as it is, and reducing the number of shared time bays would make things even worse. In particular, the planned cycle park in Leckford place would make life even more difficult for the residents of Plantation road. This is a narrow road with limited parking and is not even wide enough for tradesmen to stop briefly to unload on the other side. Residents and landlord of the pub (Gardeners arms) will be the ones to suffer, and everyone currently finds somewhere safe to put their bike without there being a need for these 'on-street' parking spaces.</p>	
(o195) As a business, (Oxfordshire, Dave Seamer Entertainments)	Boulter Street –	Market Street –
	Cherwell Drive service road –	Observatory Street –
	Leckford Place –	St Andrews Road –
	Magdalen Road (south) – Object	Wilberforce Street –
	Magdalen Road (north) –	
	<p>There is not enough parking for cars and vans in Magdalen Road. All the parking has already been taken away on Iffley Road forcing people into Magdalen Road and other side streets. Do not take away a parking space. We've suffered more than enough for the cycling lobby who seem to be our rulers. Enough is enough.</p>	
(o196) Member of public, (Radley, Norfolk Close)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support

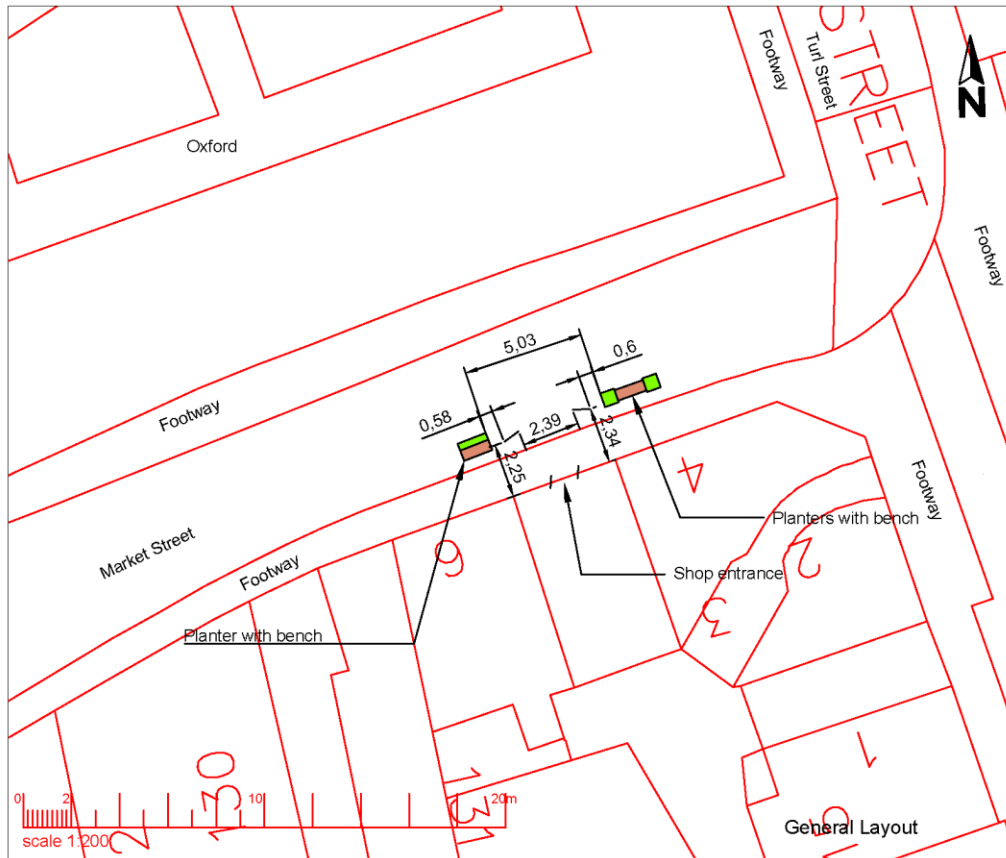
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	<p>I support more cycle parking spaces, as they are often in short supply. I would also encourage more options for scooter/cycle hire. My wife has chronic fatigue, and electric bicycles are a use option to help get around town, instead of walking. Cycle parking around the Gardener's Arms, Jericho is in short supply. It would be great if more parking could be made available. Likewise for the Oranges and Lemons.</p>	
(o197) OCC Employee, (Stevenage, Haycroft Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	<p>More cycle parking needed to better support current and future demand, which is likely to be higher.</p>	
(o198) Member of public, (Temple Cowley, Leafield Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support

	<table> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>More public cycle parking is required on these streets. There is a lack of public cycle parking on Magdalen Road with it's many businesses.</p>	Magdalen Road (north) – Support									
Magdalen Road (north) – Support											
(o199) Local resident, (Temple Cowley Oxford, Crescent Road)	<table> <tr> <td>Boulter Street – Support</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr> <tr> <td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr> <tr> <td>Magdalen Road (north) – Support</td><td></td></tr> </table> <p>YES this is brilliant. Such an efficient use of road space.</p>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
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Magdalen Road (south) – Support	Wilberforce Street – Support										
Magdalen Road (north) – Support											
(o200) Local resident, (Walton Manor, Plantation Road)	<table> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place – Object</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>I object as there is already inadequate car parking in the area for use of up to two hours. This will adversely affect residents in the area who need care calls and local trades for which two hours is adequate for car parking.</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place – Object	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
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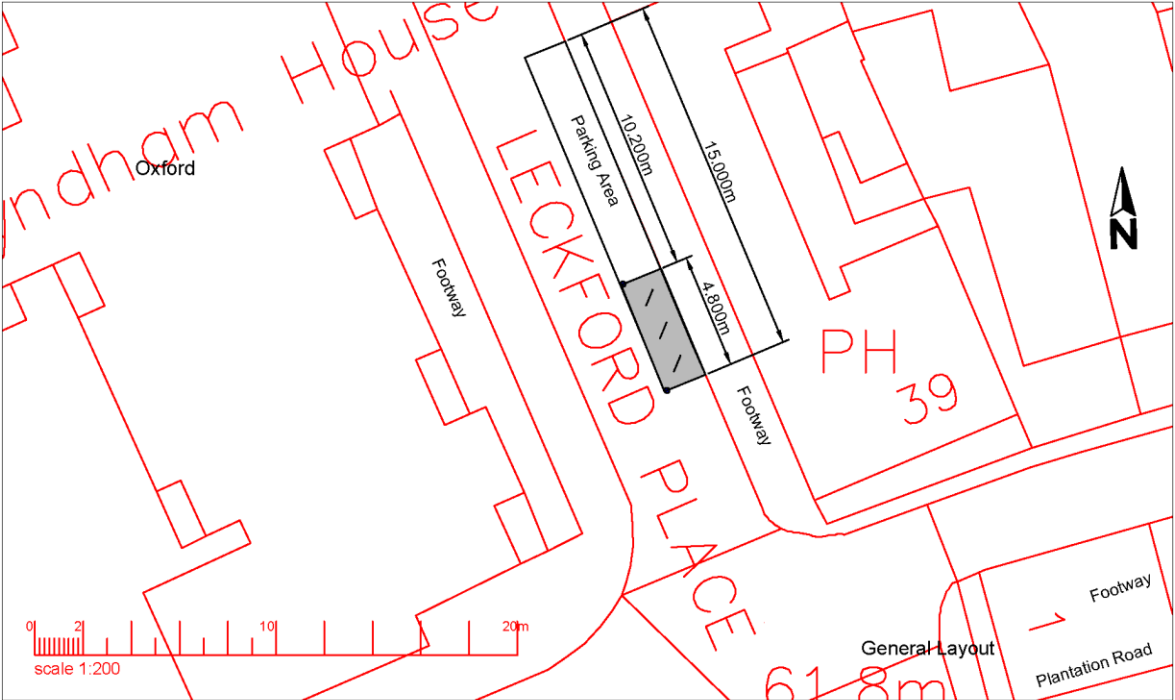
(o201) Local resident, (Walton Manor, Plantation Road)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street –</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street –</td></tr> <tr> <td>Leckford Place – Object</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>The parking in the Walton Manor area is I a high premium and to take away these three parking spaces is nonsense. There are very few bicycles who use the area and a tank for bikes would be a waste of time and money. If anything needs to be completed it would be beneficial to convert the two hour parking bays into disabled parking bays.</p>	Boulter Street –	Market Street –	Cherwell Drive service road –	Observatory Street –	Leckford Place – Object	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street –										
Cherwell Drive service road –	Observatory Street –										
Leckford Place – Object	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											
(o202) Local resident, (Walton Manor, Oxford, Leckford Road)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr> <tr> <td>Leckford Place – Support</td><td>St Andrews Road –</td></tr> <tr> <td>Magdalen Road (south) –</td><td>Wilberforce Street –</td></tr> <tr> <td>Magdalen Road (north) –</td><td></td></tr> </table> <p>I live and work in Walton Manor and Jericho and it will make a big difference having additional cycle parking: on Leckford Place, because of the pub, and on Observatory St, because there is insufficient bike parking to meet the needs of cyclists using the Sainsburys or visiting the local cafes and restaurants.</p>	Boulter Street –	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road –	Magdalen Road (south) –	Wilberforce Street –	Magdalen Road (north) –	
Boulter Street –	Market Street – Support										
Cherwell Drive service road – Support	Observatory Street – Support										
Leckford Place – Support	St Andrews Road –										
Magdalen Road (south) –	Wilberforce Street –										
Magdalen Road (north) –											
(o203) Local resident, (Walton Manor, Oxford, Plantation Road)	<table border="1"> <tr> <td>Boulter Street –</td><td>Market Street – Support</td></tr> <tr> <td>Cherwell Drive service road –</td><td>Observatory Street – Support</td></tr> </table>	Boulter Street –	Market Street – Support	Cherwell Drive service road –	Observatory Street – Support						
Boulter Street –	Market Street – Support										
Cherwell Drive service road –	Observatory Street – Support										


	Leckford Place – Support	St Andrews Road –
	Magdalen Road (south) –	Wilberforce Street –
	Magdalen Road (north) –	
	There are insufficient cycle racks in the Leckford Place and Observatory Street area, so bikes get chained to lamp-posts and garden railings, while their owners use the shops and pubs. This causes obstacles for pedestrians.	
(o204) Local resident, (Wheatley, Littleworth)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	we need more cycle parking - this looks like a good way to start	
(o205) Local resident, (Wolvercote, Mill Road)	Boulter Street – Support	Market Street – Support
	Cherwell Drive service road – Support	Observatory Street – Support
	Leckford Place – Support	St Andrews Road – Support
	Magdalen Road (south) – Support	Wilberforce Street – Support
	Magdalen Road (north) – Support	
	I want cycling to be encouraged in the city.	

(o206) Local resident, (Wolvercote, St Peters Road)											
	<table><tr><td>Boulter Street – Support</td><td>Market Street – Support</td></tr><tr><td>Cherwell Drive service road – Support</td><td>Observatory Street – Support</td></tr><tr><td>Leckford Place – Support</td><td>St Andrews Road – Support</td></tr><tr><td>Magdalen Road (south) – Support</td><td>Wilberforce Street – Support</td></tr><tr><td>Magdalen Road (north) – Support</td><td></td></tr></table>	Boulter Street – Support	Market Street – Support	Cherwell Drive service road – Support	Observatory Street – Support	Leckford Place – Support	St Andrews Road – Support	Magdalen Road (south) – Support	Wilberforce Street – Support	Magdalen Road (north) – Support	
	Boulter Street – Support	Market Street – Support									
	Cherwell Drive service road – Support	Observatory Street – Support									
	Leckford Place – Support	St Andrews Road – Support									
	Magdalen Road (south) – Support	Wilberforce Street – Support									
	Magdalen Road (north) – Support										
<p>People often struggle to store bikes, with living in flats or renting with landlords that don't let them keep bikes indoors. Bikes are a fundamental part of making our society more equal and sustainable. You can fit a multitude of bikes in the space that a single car takes up. We should allocate bike parking just like we do car parking spaces. Otherwise, bikes are parked on lamp posts or similar on the pavement, which if we're honest is disrespectful to pedestrians who are just as, if not more important to sustainable and equal transport for all.</p>											



Drawing No.		Revision 2													
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p> <p>CONSTRUCTION</p> <p>MAINTENANCE/CLEANING</p> <p>DECOMMISSIONING/DEMOLITION</p> <p>© Crown Copyright and Database rights 10023343 2017</p> <table border="1"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
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<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01845 310 1111</p>															
<p>Project title</p> <p>Oxford City Proposed Cycle Racks</p>															
<p>Drawing title</p> <p>Oxford City Market Street</p>															
<p>Drawing Status Information</p> <table border="1"> <thead> <tr> <th>Scale @ A3</th> <th>Drawn by</th> <th>Checked by</th> <th>Approved by</th> </tr> </thead> <tbody> <tr> <td> </td> <td>RGr</td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td>Date drawn</td> <td>Date checked</td> <td>Date approved</td> </tr> </tbody> </table>				Scale @ A3	Drawn by	Checked by	Approved by		RGr				Date drawn	Date checked	Date approved
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DECOMMISSIONING/DEMOLITION					
© Crown Copyright and Database rights 10023043 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111					
Project title Oxford City Proposed Cycle Racks					
Drawing title Leckford Place Gardeners Arms					
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 2			