



## "East Oxford CPZ amendments" - consultation response by Oxfordshire Liveable Streets and Cyclox, November 2025

These proposals shuffle kerbside space between parking restrictions of one or another kind - single-yellow and double-yellow lines and visitor and/or permit parking. Cycle parking has been proposed in a few locations, but in general sustainable uses of the kerbside space have not been considered. This is contrary to the Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP), among other policies.

Our policy arguments recapitulate those we made for the Headington Central CPZ amendments and follow discussion of the individual locations in this scheme.

### Individual Locations

We oppose the change of permit parking to shared use (permit or short-stay parking) on the side streets off St Clements. This will lead to people driving in and out of those streets, looking for parking. If short-stay parking is to be provided here, it must be charged for at the same rate as in the St Clements car park. In general we oppose any provision of unpaid car parking in high demand areas, for this reason and others (see e.g. Donald Shoup's *The High Cost of Free Parking* and other research).

#### Bath St - OBJECT

See above on the change of restrictions to the car parking.

This is also a missed opportunity to provide cycle parking, noting that there is currently no cycle parking on Bath St, or on St Clements on either side of it. There are a number of terrace houses on Bath St with no options for off-street cycle parking, and there are businesses on St Clements, on either side of Bath St, with no

cycle parking.



## Boulter St - SUPPORT and OBJECT

We support the addition of cycle parking, but oppose the provision of free short-stay car parking, as explained above.

## Caroline St - OBJECT

Any spare space here should be used for cycle parking, not for additional car parking. There are terrace houses here with doors opening directly onto the street, and these should be provided with on-street cycle parking options. Cycle parking here is also important for visitors, both to the residences and to the businesses along St Clements - the stretch of St Clements on either side of Caroline St lacks any cycle parking at all.

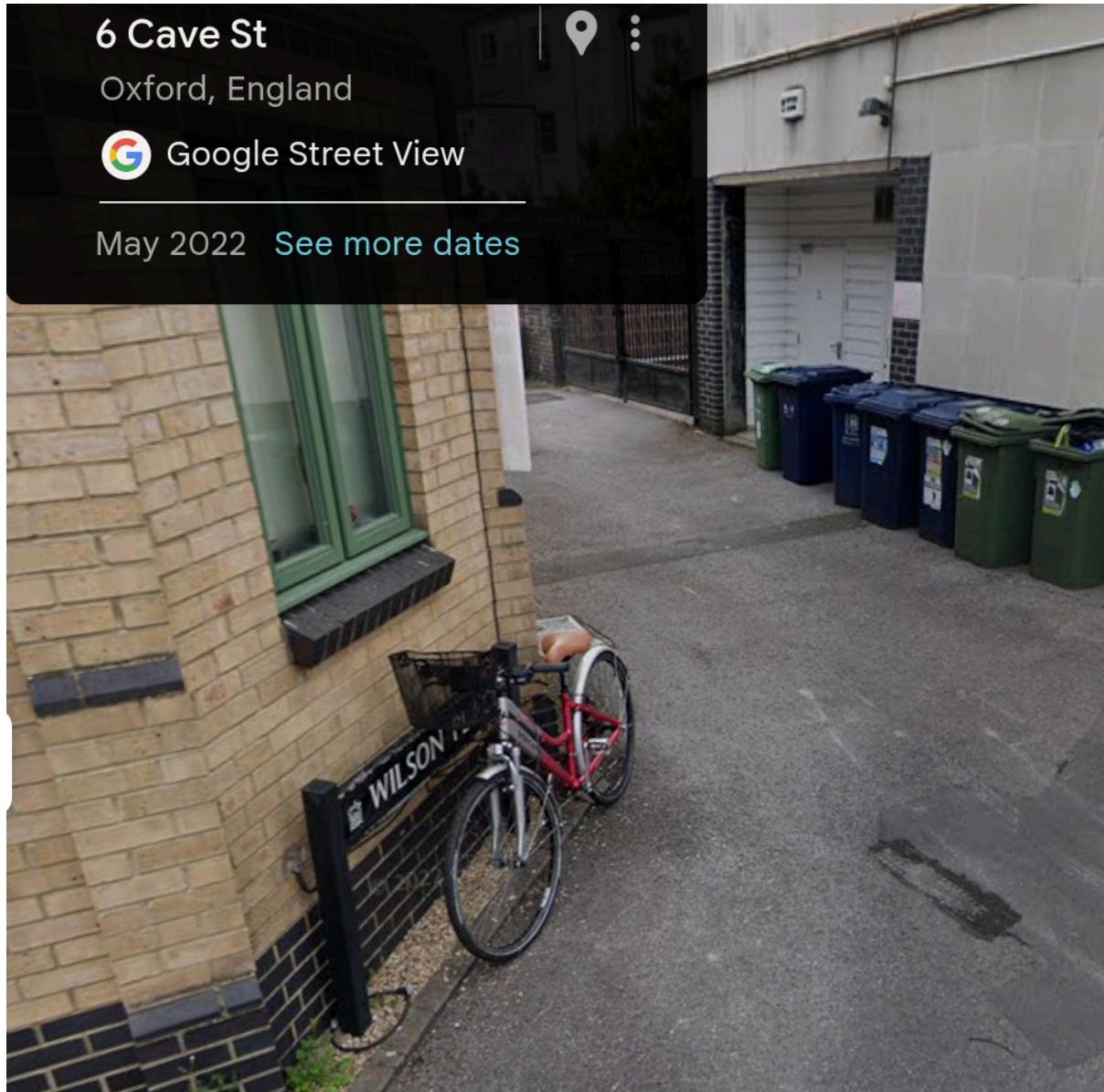
A Google StreetView image, showing two cycles parked obstructing a narrow footway.



## Cave St - OBJECT

Any additional space here should be used for cycle parking. There are a number of terrace houses whose front doors open directly onto the street, which should be provided with some kind of on-street cycle parking. Visitors to residents on Cave St and Wilson Pl will need cycle parking. And while there is some cycle parking for the businesses on St Clements it is not sufficient.

Google Streetview reveals two bikes locked to street furniture on Cave St, in one case obscuring a street sign and in the other obstructing an already narrow footway.





The cycle parking on St Clements is nearly full, and two cycles are locked to street furniture at the entrance to Cave St.



## Jeune St - CONCERNS

This seems like a straightforward swap to ensure vehicles can turn in the new stub at the end of the street. However there is a real shortage of cycle parking here, with regular overflow from the existing stands. So consideration should be given to reallocating some space to cycle parking and/or to a hire cycle parking bay.



## Leon Cl - OBJECT

The retail stretch of Cowley Rd is lethal for cycling - it is possibly the most dangerous stretch of road in Oxford, and is used by Pedal & Post in hazard perception training for new riders. Any changes to the car parking provision here should be part of a larger scheme that includes road danger mitigations, as additional car movements turning into and out of Leon Cl will make the situation even worse.

As a major destination, the Cowley Rd shops are going to need provision for large numbers of hire cycles, given the county goal to provide a comprehensive hire-cycle scheme is likely to involve the existing scheme expanding five-fold. Leon Cl would be a logical place to put some of this, so any space that can be freed up here should be reserved for that. (And changing it to car parking now will make it harder to subsequently reallocate it.)

## Nye Bevan Cl - OBJECT

Given the complete lack of visitor cycle parking in the area, at least some of the proposed 22m shared use bay should be allocated for public cycle parking.

The proposed 5m and 10m car parking bays do not appear to leave enough clearance for refuse trucks or fire engines. They are also right on junctions, which may be a bad idea even in a low-speed residential area.

More generally, this seems like an unsuitable location for shared use car parking, as people coming here and failing to find a free space are likely to park illegally rather than driving around to the Union St car park.

## York PI - SUPPORT and OBJECT

We support the proposed cycle parking, but object to the single shared use parking bay. We do not want people driving into York Place hoping to find this single parking space free, then having to turn around and drive out. And parking here, especially of a larger SUV or van, seems likely to prevent vehicles turning at all. This seems like a generally unsuitable location for car parking.

## Policy Background

While Oxfordshire does not have a kerbside strategy with explicit policies on reallocation of kerbside space to sustainable uses, its broader policies imply most of such a strategy, more or less directly.

Possible sustainable uses for kerbside space on residential side-streets:

- seating - for people walking
- public cycle parking - for visitors to businesses or homes
- bike hangars - secure cycle parking for residents
- e-scooter/cycle parking bays - for hire schemes
- parklets - providing seating, mini-parks, micro-play areas, etc.
- street trees or garden beds (flowers, edible food)
- rain gardens - sustainable drainage
- car-club bays

Of these, bike hangars, streets trees or gardens, seating or parklets are expensive and would require a separate funding source, and hire cycle scooter parking and car-club bays need to be part of a coordinated city-wide provision, but ordinary public cycle parking is cheap and lacking on most residential streets.

Relevant policies:

- LTCP headline goals - 25% reduction in car trips, 66% increase in cycle trips

- LTCP 1 - Transport User Hierarchy
- LTCP 7 - Community Activation
- LTCP 8 and COTP Action 8 - Healthy Streets Approach
- LTCP 33 - Parking Management
- COTP Action 5 - Parking
- COTP Action 12 - Cycle Parking
- LTCP 38 and COTP Action 22 - Micromobility
- LTCP 39 - Car Clubs

Adding car parking will encourage car ownership and make driving easier, working directly against the headline LTCP car trip reduction goal. LTCP Policy 33 is quite explicit: "**Take measures to reduce and restrict car parking availability.**" COTP Action 5 calls for "a consolidation and/or a reduction in public parking provision where appropriate".

In contrast, increasing cycle parking will make cycling easier and contribute to the headline LTCP goal for cycle trips. The user hierarchy in LTCP 1 suggests cycling parking should be prioritised over car parking and LTCP 33 is explicit: "**Ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy.**" LTCP 7 talks about addressing "common barriers to cycling such as lack of bike parking" and COTP Action 12 includes delivering "a network of on-street residential cycle hangers across the area".

In Oxford, cycle parking has been concentrated at destinations, with almost no provision for public cycle parking on residential streets and only the three bike hangars deployed in Jericho for secure resident on-street parking. Lambeth's policy is to provide public cycle parking every 50m and secure resident parking every 100m, on every street. Oxfordshire does not have anything that explicit as a goal, but the policies above suggest those should be provided. There is currently a real shortage of cycle parking, both for many residents with constrained off-street space and for visitors, leading to cycles being parked on footways, locked to fences or lamp posts or signs.

LTCP 8 includes as a goal "Shaping the built environment, green spaces and infrastructure at a local level to improve health and wellbeing". And COTP Action 19 suggests "Public realm measures such as parklets where on-street car parking space is repurposed as a social space with seating and planting". This suggests considering street trees (which positively affect mental health as well as helping with temperature moderation) and gardens, seating, and parklets. LTCP 8 also explicitly requires use of the Healthy Streets "Design Check Tool", but this does not appear to have been used for the proposed schemes.

LTCP 38 includes as a goal "to manage, monitor and support the use of passenger micromobility" and COTP Actions 12 and 22 include delivering "a public hire cycle

scheme including e-bikes" and "an e-scooter hire scheme across central Oxfordshire". Provision of adequate hire-scooter/cycle bays is an essential part of this. The county is working with Lime and Voi to expand their provision - Lime has suggested 1000 hire e-bikes instead of the 100 they currently have deployed - which will require a greatly expanded network of parking bays across the city. This will require significant reallocation of space from car parking, so finding such spaces should be a key part of the renewal or upgrade of any CPZ.

LTCP 39 says "We will support the provision of zero emission shared cars and car clubs". Have the car club operators been approached to see if any of the spaces involved would be suitable as car-club parking bays?

Having a coordinated kerbside strategy would avoid different teams surveying the same streets for different purposes: one team trying to find spaces for hire cycle and scooter parking bays, one looking at public cycle parking, one looking at where street trees might be most valuable, one trying to improve car parking provision, one trying to improve walking and cycling routes, one co-ordinating car-club provision, and so forth. (We do not appear to have anyone tasked with deploying bike hangars or other secure resident parking facilities, or anyone looking at the possibilities for parklets or mini play areas.)