

Division(s) affected: *Summertown & Walton Manor, Wolvercote & Cutteslowe*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 March 2026

OXFORD: SUMMERTOWN CPZ – PROPOSED PARKING RESTRICTION AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- (a) Approve the proposed amendment of existing Permit Holders parking bay to Shared-use parking (Permit holders & non-permit holders), Cycle parking bay and new Double Yellow Lines in Capel Close, as advertised.
- (b) Approve the proposed new Micromobility (e-scooter & e-bike) parking bay in Hamilton Road, as advertised.
- (c) Approve the proposed new Coach parking bays, Double Yellow Lines and Permit Holders parking bay in Hernes Road & Hernes Crescent, as advertised.
- (d) Approve the proposed new Cycle parking bay and Micromobility (e-scooter & e-bike) parking bay in Lonsdale Road, as advertised
- (e) Approve the proposed new Cycle parking bay and amendment of existing Single Yellow Lines to Double Yellow Lines in Mayfield Road, as advertised.
- (f) Approve the proposed new Shared-use parking bay (Permit holders & non-permit holders) and Double Yellow Lines in Rogers Street, as advertised.
- (g) Approve the proposed change of use for the existing parking bay (from permit holders to shared use (permit holders & non-permit holders) in Squitchey Lane, as advertised.
- (h) Approve the proposed change of operational hours and maximum stay limit of the existing goods vehicle loading bay in Summerfield Road, as advertised.

- (i) **Approve the proposed extension of Double Yellow Lines and reduction of existing Permit Holders Parking bay in Thorncliffe Road, as advertised.**
- (j) **Not approve/withdraw the proposed extension of the existing Permit Holders parking bay in Oakthorpe Road.**

Executive Summary

- 2. This report outlines proposed changes to the Summertown CPZ as a result a holistic review to deal with some challenges and inconsistencies in respect of safety, ability to robustly enforce, and road space allocations.
- 3. The delivery of this can be done relatively promptly to provide some immediate benefit in advance of a wider review of CPZ policy and associated schemes - which it is acknowledged needs to be undertaken. The ideal time to do this would be subsequent to a central government ban on pavement parking, who recently advised in their response to the 2020 consultation, that they would be looking to amend primary legislation and develop regulatory framework at the next available opportunity.
- 4. In addition, the government have confirmed that *'our next steps will focus on delivering swift and precise work to develop powers which will enable local transport authorities to prohibit pavement parking in their areas'*. Whilst this is in development, inclusion within the councils Kerbside Strategy which is also in development, will be explored and would consider potential wider changes to CPZ schemes.'

Background

- 5. Since the early 1990's, controlled parking zones have been used across Oxford as a vital tool for managing parking demand and acting as a deterrent for commuter parking.
- 6. Historically amendments to parking restrictions within zones has been piecemeal, either through development funded changes or through transport projects that only impact part of a CPZ (e.g. LTNs). However, to ensure that they remain safe and operational and continue to deliver the benefits to local communities, it is important that periodically they are reviewed to take into consideration changes in user demand, emerging transport policies and wider impacts of development within an area.
- 7. Following a prioritization exercise, the County Council presented a proposal to Oxford City Council to secure the release of Community Infrastructure Funding (CIL) for the review of 7 existing Controlled Parking Zones (CPZs) within the Oxford City Boundary, including Summertown. At the Oxford City Council's Cabinet meeting on 11th December 2024, a decision was made to approve the

release of £358,080 from CIL to process the reviews and associated works for the identified zones.

8. The Summertown Controlled Parking Zone (CPZ) was first introduced by Oxford City Council in 1997 and has been operational for close to 30 years. Although some modifications have been made over time, these have largely been ad hoc or linked to other transport initiatives. By securing CIL funding for this review it will enable us to address immediate concerns around safety, being able to enforce properly, due to correct lining and signage being present and the effective operation of the zone in response to current pressures and complaints.
9. In addition to any required Traffic Regulation Order (TRO) amendments within the zone, the project will include a review of existing road markings and signage across the zone. This will ensure that faded lines are refreshed and any missing or damaged signs are replaced, supporting effective enforcement of the restrictions. These signage and lining changes, do not need a CMD decision, but do make up a large part of this shorter-term solution.
10. An informal consultation with residents was carried out in June & July 2025, which aimed at gathering opinions and feedback on changes or improvements that they would like to see. Proposals have been developed taking into account this public feedback, historic requests and input from other County Council teams. The reviews seek to address parking concerns on an area-wide basis, with the view to improving the performance of parking restrictions across the locality.
11. Officers have also worked with the local County Councillors on the proposals for the Summertown CPZ, which have been designed to help improve road safety, improve parking provision and cycle and/or micromobility facilities.
12. This report presents responses received to the statutory consultation on proposed amendments to the existing Summertown CPZ which includes various proposals to amend existing safety restrictions (such as double or single yellow lines) implement new or amend existing permit holders and/or short stay parking areas and implement new cycle parking or micromobility provision, as shown in **Annexes 1 to 10**.

Corporate Policies and Priorities

13. The project to propose amendments to the existing parking controls in the Summertown CPZ will help to; Prioritise the health and wellbeing of residents, put action to address the climate emergency at the heart of our work, invest in an inclusive, integrated and sustainable transport network and play our part in a vibrant and participatory local democracy.

Financial Implications

14. Funding for consultation (and all other aspects associated with amending the relevant Traffic Regulation Orders) and any agreed associated works for the identified zones has been provided by City Council's Community Infrastructure Levy (CIL). There are no risks or pressures on existing council budgets or resources.
15. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

16. 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.
17. 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

18. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from 'TRO & Schemes' teams as part of their regular day-to-day duties. Additional resources have been brought in to deliver the project, these resources are being funded through CIL allocations and there are no pressures or resource implications for existing teams.

Equality & Inclusion Implications

19. Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are

mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid residential permit. The proposals do however have a positive impact and have been designed to support vulnerable users by ensuring that parking and transport options meet the diverse needs of the community. The council acknowledges that some residents and visitors may not be able to use cycling or micromobility alternatives, so the changes aim to provide accessible solutions for everyone.

20. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised current blue badge.
21. A full equality impact assessment has been undertaken and can be viewed in **Annex 11**.

Sustainability Implications

22. As such the proposed changes have a net loss of 4 spaces. The 12 current permit or shared use parking spaces removed will be used for other purposes such as cycle parking, micromobility parking, coach parking or waiting restrictions (allowing for improved movement).

Risk Management

23. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified.

Formal Consultation

24. Formal consultation was carried out between 15 January and 20 February 2026. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, relevant local City Cllrs, and the local County Councillors representing the Summertown & Walton Manor, and the Wolvercote & Cutteslowe divisions.
25. Letters were also sent directly to approximately 670 properties in the area, and public notices were also placed on site in the vicinity of the proposed amendments.

26. During the course of the formal consultation, 25 responses were received via the online survey, with 22 of those stating that they live within the CPZ boundary (88%), and 3 outside (22%) – these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
Capel Close	7	-	9	9
Hamilton Road	6	1	8	10
Hernes Crescent	5	-	11	9
Hernes Road	5	1	10	9
Lonsdale Road	4	1	10	10
Mayfield Road	5	-	9	11
Oakthorpe Road	8	2	7	8
Rogers Street	8	1	6	10
Squitchey Lane	5	-	9	11
Summerfield Road	3	2	8	12
Thorncliffe Road	7	-	9	9

27. Additionally, a further 17 emails were received directly – with Thames Valley Police not objecting, Oxford Bus company supporting, a combined response from ‘Oxfordshire Liveable Streets’ & ‘Cyclox’ submitting a mixed response containing objections & support to certain aspects (as shown in **Annex 12**), ‘Oxfordshire Unlimited’ offered suggestions for locations needing further review, and the ‘Summertown & St Margaret’s Neighbourhood Forum’ also submitting a mixed response. Finally, 12 local residents submitted objections to various specific proposals.
28. The full responses are shown in **Annex 11**, 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

- a) General feedback to the proposals:

29. Key themes and comments from respondents:

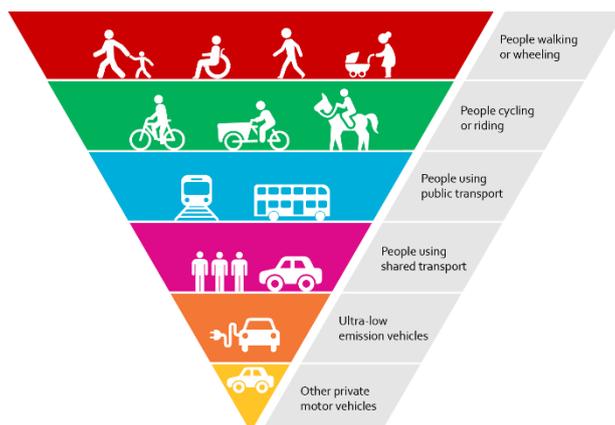
30. **Loss of resident parking capacity** - The most consistent concern relates to the removal or reduction of existing resident parking spaces. Respondents state that parking in Summertown is already difficult, particularly in the evenings, and that further reductions will:
- Increase circulation and time spent searching for parking
 - Displace parking onto neighbouring streets
 - Create inconvenience for residents, visitors, carers and deliveries
 - Disproportionately affect those without alternatives to car use
31. **Policy Consistency** – Many respondents cited Oxfordshire’s Local Transport and Connectivity Plan (LTCP) and Central Oxfordshire Travel Plan (COTP), arguing the proposals contradict policies to reduce car trips, prioritize active travel, and improve public transport.
32. **Safety & Visibility Concerns** – A significant number of comments raise road safety concerns, particularly:
- Parking too close to junctions reducing visibility
 - Risks to cyclists from parked vehicles, micromobility users, and poor sightlines
 - Potential conflicts at narrow roads and driveways
 - Increased risk to children, elderly residents and pedestrians
33. **Objections to coach parking** - Several objections focus on proposed coach bays, especially around Hernes Crescent, Hernes Road and Capel Close. Key issues raised include:
- Loss of permit holder parking for residents
 - Perceived unfairness of prioritising private school operations over residents
 - Concerns about idling engines, air quality and noise
 - Safety risks for pedestrians, cyclists and vulnerable residents
 - Impacts on elderly residents and those with mobility needs
34. **Micromobility (e-bikes and e-scooters)** - Feedback on micromobility infrastructure:
- Some support improved provision for sustainable transport and micromobility
 - Others object, citing:
 - Pavement obstruction
 - Unsafe riding behaviour
 - Late-night noise and antisocial behaviour
 - Abandoned or poorly parked scooters and bikes
 - Unsuitability of quiet residential streets for hubs
35. Several respondents suggest relocating micromobility and cycle parking closer to shops, main roads, or existing transport corridors instead of residential streets.

36. **Cycle parking – written feedback on cycle parking is mixed:**
- Some respondents support reallocating car parking to cycle parking, particularly where visitor cycle provision is lacking
 - Others object, citing:
 - There is no demonstrated demand
 - Residents already have space on private property
 - Nearby institutions already provide under-used cycle facilities
37. **General comments and concerns – Some respondents raise:**
- Personal safety concerns, particularly for women walking further distances in the dark
 - Air quality and noise impacts from increased traffic or idling vehicles
 - Perceived inequity between residents and institutional or commuter users
 - Requests for residents-only bays rather than shared use
 - Calls for one-way traffic arrangements on specific streets
38. Overall, the feedback and responses to the consultation show a majority support on most of the proposals, except for some where objection does outweigh support. There are site specific and design concerns, which will be addressed further in this report.
- b) Officer's response and breakdown of each proposal:
39. The primary objective of this CPZ review has been to ensure that the designated zones remain safe, operational and enforceable. The scope of the project includes:
- A comprehensive review of parking restrictions, Traffic Regulation Orders (TROs), signage, and road markings within the designated zones.
 - Identification of opportunities to introduce alternative parking provisions, including facilities for cycles, scooters, and car clubs.
 - Engagement with internal teams to identify synergies with other ongoing projects.
 - Implementation of decluttering measures to enhance the street scene.
 - Trials of new restriction types, including those applicable to permit holders.
40. The proposals arising from the CPZ review incorporates a range of measures, such as new double yellow lines, the re-designation of certain existing spaces, the reallocation of permit parking spaces, the introduction of new cycle parking facilities and/or micromobility provision in Capel Close, Hamilton Road, Lonsdale Road & Mayfield Road and the proposed change of operation times for the existing Goods Vehicle Loading Bay in Summerfield Road. The proposals take into account the needs of different users, and the County Council recognises that not all residents can use cycling or micromobility options.
41. The proposals do include the introduction of new parking spaces, but to confirm the overall parking provision is not being increased. The proposals remove 12 existing permit or shared-use parking spaces - to accommodate other road uses

and restrictions, with 8 new parking spaces proposed. This results in a net reduction of 4 parking spaces overall.

42. An initial officer review of the zone assessed the purpose and effectiveness of current restrictions and identified yellow lines that do not contribute to road safety and areas where changes can be made. Within a CPZ, all kerbside space must be subject to some form of restriction. Consequently, these areas were re-designated for alternative uses.
43. In undertaking this work, officers considered the needs of all permit holders, visitors, local businesses, and cyclists, alongside feedback received from residents and the County Councillor during the informal consultation and design process. The proposals consider the needs of different users, and the council recognises that not all residents can use cycling or hire e-scooter and e-bike options. As outlined in the Oxfordshire County Council Network Management Plan 2023–2028 under the Parking Management section:

“Our parking policy will support and link in with the ambitious transport goals by managing kerbside space fairly to ensure a balance is maintained between supporting the vitality of local businesses and catering for resident and visitor parking.”
44. The advertised proposals for the Summertown CPZ review reflect these objectives and align with wider transport policies, including the Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP).
45. While the addition of new spaces does not conflict with policy—given that LTCP’s hierarchy is to cater for active travel and public transport in the first instance and a focus on reducing car journeys and prioritising the removal of parking on key cycling routes—it is essential to ensure that proposed changes do not disproportionately benefit or disadvantage any group.
46. The County Council is committed to implementing measures that reflect the authority’s priority for road users, as illustrated in the diagram below. As part of the project to review controlled parking zones within the City, officers have collaborated with various teams across the service to identify opportunities to incorporate improvements for active travel within the proposals. This work has included assessing potential needs and demands linked to other projects, as outlined in paragraphs 47 – 49.

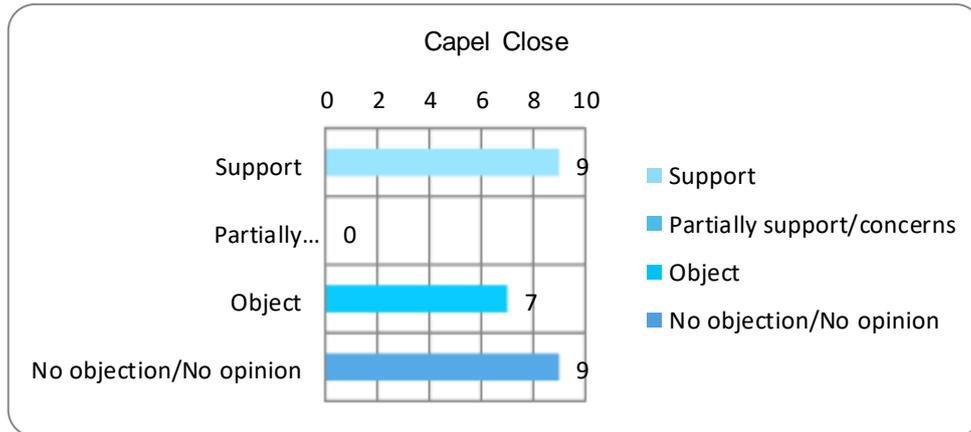


47. To address this, officers of this report have worked with Transport Planning colleagues to explore whether some of the spaces consulted on as part of this CPZ review could be reallocated for cycle parking and/or micromobility options such as hire e-bike and hire e-scooter parking as a part of their ongoing Transport and Mobility projects.
48. The county council wants to increase the availability of parking for e-scooters and e-bikes across Oxford city. This includes the provision of parking for these vehicles on-carriageway and given all parking for e-scooters and e-bikes in Oxford is currently provided on pavement. In identifying potential locations officers have engaged with Voi and Lime, current hire e-scooter and e-bike operators in the city to check proposed locations are in areas where there is demand for more parking and that parking bays will be promoted by operators when implemented.
49. Additional parking bays for e-scooters and e-bikes not only help the schemes to be more useful for users (which will help to further reduce the number of short trips by car in the city, which is a key objective of the county council) but also encourages tidy and compliant parking including by taking pressure off existing (pavement) parking and which can be oversubscribed in places (causing an obstruction for pedestrians).
50. Some provision has been identified for potential cycle or micromobility parking through the review of the Summertown CPZ and which will be considered as part of these recommendations.
51. Separately, the county council is undertaking a study to identify additional cycle and micromobility parking bays across Oxford city. Further potential locations will be considered as part of the study and will also be used to inform the review of other CPZs as they come forward. More generally, the study will provide a pipeline of cycle and micromobility parking locations that can be implemented when funding becomes available and subject to separate consultation. The study is expected to conclude by June 2026, with consultation and delivery expected later in 2026.
52. It should also be noted that whilst there is a desire to remove vehicle numbers on Oxfordshire roads, it is recognised that cars will still continue to make up the largest percentage of road users, so ensuring there are places to park vehicles on the carriageway is essential to allow for the safety of all road users.
53. The Summertown area generally experiences high parking demand. This pressure often results in contraventions such as double parking, parking on double yellow lines, or on footways. These practices can create safety hazards and cause obstruction, particularly for emergency vehicles, cyclists, and pedestrians.

54. While enforcement helps address these issues, it cannot be maintained continuously. It has been noted where concerns are raised over enforcement, and we have instructed our enforcement officers to visit the sites. Effective kerbside management therefore plays a crucial role in improving compliance and reducing complaints about insufficient enforcement. The proposals seek to address some these challenges by reviewing the allocation of kerbside space where appropriate.
55. Permit allocation or varying permit types helps play a part in the management of CPZ's and associated road space allocation, but this would need to be considered as part of strategic review of the current CPZ policy which is a much bigger and different piece of work with significant implications that would need to be considered.
56. It is planned to consider this as part of the kerbside management strategy which is being developed and will potentially be part of this project if appropriate.

Capel Close:

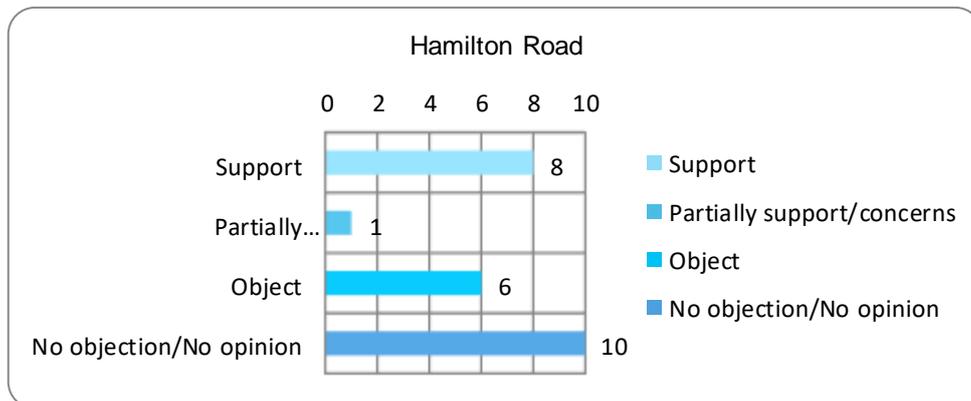
57. Proposed cycle parking bay – This bay has been proposed in response to feedback from the Place Planning team during the preliminary design stage of the wider CPZ review and increases the provision of cyclists to the nearby school. Officers have therefore proposed to implement a new cycle parking bay opposite No.13.
58. Considering this Officers can confirm that the cycle bay would be marked on the carriageway with the appropriate white bay markings and would use Sheffield stands (specially, Bilton with mid rail) within the space for cyclists to secure their bicycles against. The stands and bicycles would be protected by two Manchester Bollards.
59. Proposed shared use parking bays (currently permit holders only) – The change of use of this bay has been proposed following feedback from a meeting between officers, the local County & City Councillor and the nearby school regarding the use and movements of school minibuses. The proposals allow for the short term drop off of school children, without contravening any parking regulations. Whilst some concern has been raised over the loss of parking for residential permit holders, the shared use parking spaces will serve both residents and a limited group of users such as shoppers, carers, or tradespeople who may not have access to visitor permits.
60. Overall, the proposed changes are supported by respondents and therefore officers recommendation would be for the cycle parking bay, the shared use parking bays and the new double yellow line to protect the access of the school are approved.



Number of online responses.

Hamilton Road:

- 61. Proposed micromobility parking bay – This bay has been proposed in response to feedback from the Place Planning team during the preliminary design stage of the wider CPZ review. Officers have therefore proposed to implement a micromobility parking bay adjacent to No.5. The proposal is largely supported by residents, with some concern regarding environmental/anti-social impact.
- 62. Officers can confirm that the micromobility bay would be marked on the carriageway with the appropriate bay markings and bollards if required. All other infrastructure would be installed and provided by e-scooter and e-bike operators. Approval of the micromobility bay is therefore recommended by officers.



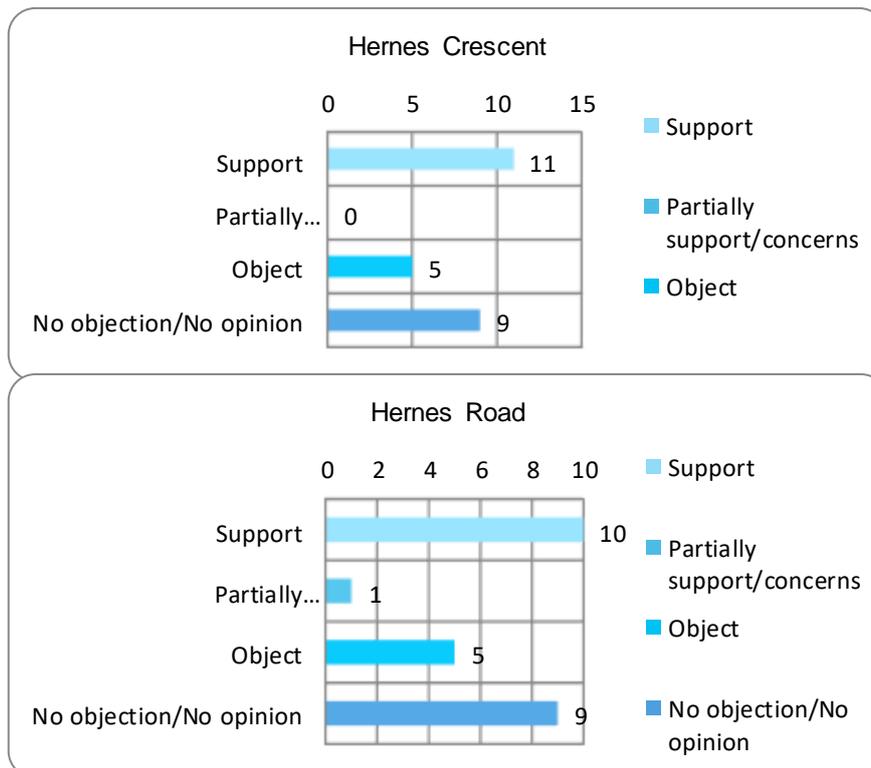
Number of online responses.

Hernes Road & Hernes Crescent:

- 63. Proposed coach parking bays, double yellow lines and new permit holders parking bay - Following complaints concerning coaches & buses stopping on the Banbury Road obstructing the cycle lanes and footways, officers have worked with the local County & City Councillors and the school to find a solution

where school drop-off and pick-up can take place on Hernes Crescent & Hernes Road, with locations identified that have been deemed safer for both school children and other road users.

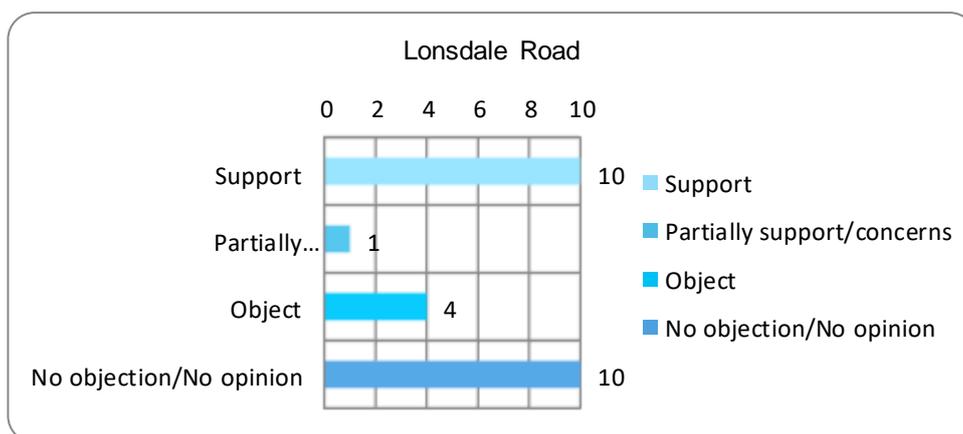
64. The proposal is generally supported; however, concerns have been raised regarding the potential loss of residential parking, vehicle idling and associated emissions, and road safety. In response to these concerns, the proposals include the introduction of a new permit holder parking bay and the small extension of a shared use parking bay to partially mitigate the loss of spaces resulting from the proposed coach parking bays. Overall, the proposals would result in the removal of approximately six parking spaces, with three spaces re-provided through the new bay(s). As such, there remains a net reduction in on-street parking capacity.
65. Officers have also used tracking software to check coach movements in and out of Hernes Road/Hernes Crescent, which have resulted in no impact being identified.
66. Officers have worked with members, and the school to find the best possible current solution to the issues raised and therefore it is recommended that the proposal is approved.



Number of online responses.

Lonsdale Road

67. Proposed cycle parking bay – This bay has been proposed in response to feedback from the Place Planning team and local County Councillor during the preliminary design stage of the wider CPZ review. Officers have therefore proposed to implement a new cycle parking bay.
68. Officers can confirm that the cycle bay would be marked on the carriageway with the appropriate white bay markings and would use Sheffield stands (specially, Bilton with mid rail) within the space for cyclists to secure their bicycles against. The stands and bicycles would be protected by two Manchester Bollards.
69. Proposed micromobility parking bay – This bay has been proposed in response to feedback from the Place Planning team during the preliminary design stage of the wider CPZ review. Officers have therefore proposed to implement a micromobility parking bay.
70. Officers can confirm that the micromobility bay would be marked on the carriageway with the appropriate bay markings and bollards if required. All other infrastructure would be installed and provided by e-scooter and e-bike operators.
71. The proposals are largely supported but there is some concern over the removal of double yellow lines and closeness to the junction. Officers have identified that these yellow lines can be removed to accommodate active travel alternatives without impact on safety or reduced visibility at the junction. Officers recommendation would therefore be for the cycle parking bay and the micromobility parking bay to be approved.



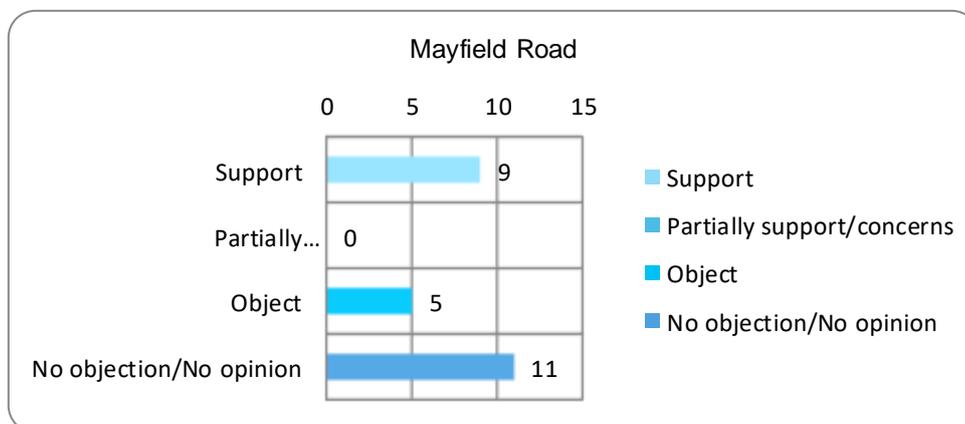
Number of online responses.

Mayfield Road:

72. Proposed cycle parking bay – This bay has been proposed in response to feedback from the Place Planning team and local County Councillor during the preliminary design stage of the wider CPZ review and increases the provision

of cyclists to the nearby school. Officers have therefore proposed to implement a new cycle parking bay.

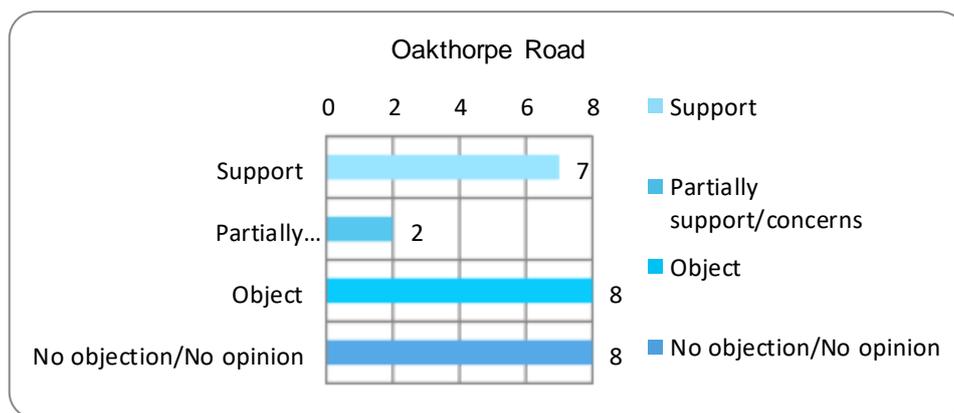
73. Officers can confirm that the cycle bay would be marked on the carriageway with the appropriate white bay markings and would use Sheffield stands (specially, Bilton with mid rail) within the space for cyclists to secure their bicycles against. The stands and bicycles would be protected by two Manchester Bollards.
74. The proposed cycle parking bay is generally supported; however, some concerns have been raised regarding the removal of existing double yellow lines, potential access implications, and its proximity to the junction. Officers have assessed these concerns and are satisfied that the removal of the double yellow lines would not result in any adverse impact on highway safety or visibility, either in relation to nearby accesses or the junction. The proposal would support active travel objectives without compromising safety. Officers therefore recommend that the cycle parking bay be approved.
75. Proposed double yellow lines (currently single yellow lines) – This restriction change has been proposed following a request and concern raised regarding parking on the single yellow line causing an obstruction to the access's opposite. Officers therefore proposed to amend the restriction(s) to double yellow lines to ensure that access is protected 'at all times'.
76. Whilst many respondents are in support of the proposed change, a detailed objection has been raised by a local resident that the loss of parking on the single yellow line outside of their operational hours would impact on their parking availability and on their visitors.
77. While officers acknowledge that the proposed removal of parking may affect a small number of residents and are sympathetic to these concerns, alternative parking provision is available across the wider Summertown Zone. When balanced against the benefits of improved highway safety and access, these considerations are considered to outweigh the loss of parking. Officers therefore recommend that the proposed double yellow line restrictions be approved.



Number of online responses.

Oakthorpe Road:

78. Proposed extension of permit holder parking bay– This new permit holders bay has been proposed following feedback from the informal consultation conducted with residents & businesses and following Officers identification of existing yellow lines which do not offer any benefits in terms of road safety through the review of the existing restrictions.
79. Upon further consideration of the feedback, the proposed change is not expected to offer benefits in terms of road safety and does not specifically contribute towards meeting our objectives under the local transport and connectivity plan, therefore officers are recommending withdrawing all such proposals at this stage. If the road layout or usage changes in the future the area can be reviewed again in line with our policies.
80. This will allow time for the development and adoption of a formal kerbside management strategy, ensuring that on-street parking within CPZs is allocated fairly across different transport modes and that there is an appropriate balance between CPZ permit allocation and the supply of private car parking spaces.

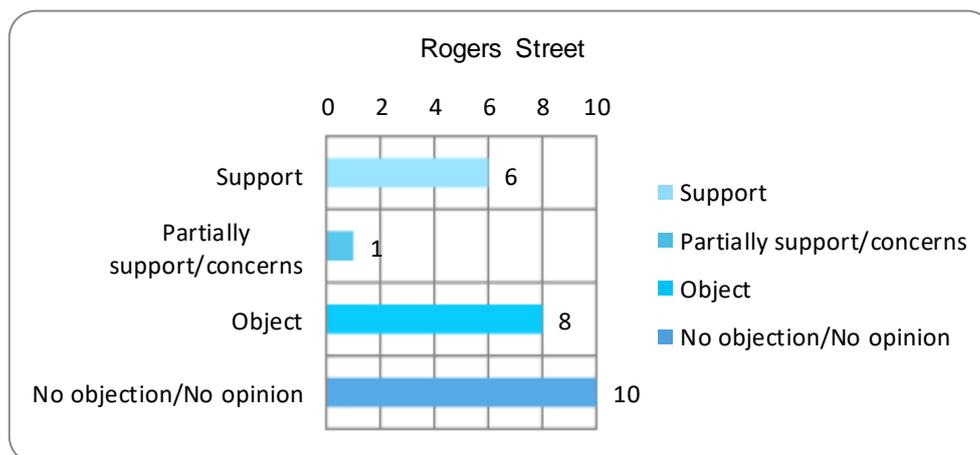


Number of online responses.

Rogers Street:

81. Proposed new permit holders or visitor (shared use) parking bay – This new bay has been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay parking availability across the Summertown area. Officers identified an existing single yellow lines which do not offer any benefits in terms of road safety through the review of the existing restrictions and therefore proposed its removal and replacement of shared use parking.
82. Whilst wider objections have been raised over the increase of parking availability for private car users and that this type of proposal does not follow County Council policy, the aim of the new proposed shared use bay is to ensure that existing parking capacity across the zone is reasonably maintained and fit for purpose.

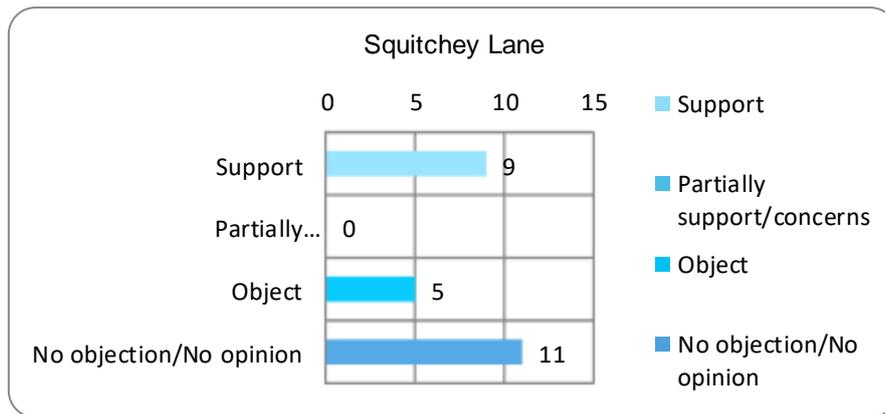
83. Additionally, whilst some of the proposals within this report include the introduction of additional parking spaces, this does create a perception that overall parking provision is being increased. In practice, however, the proposals remove 12 existing permit or shared-use parking spaces through the introduction of alternative restriction types, while only 8 new parking spaces are proposed. This results in a net reduction of 4 parking spaces overall, rather than an increase.
84. Officers recommendation would be for all the proposed parking changes in Rogers Street (new shared use bay & new double yellow lines) be approved.



Number of online responses.

Squitchey Lane:

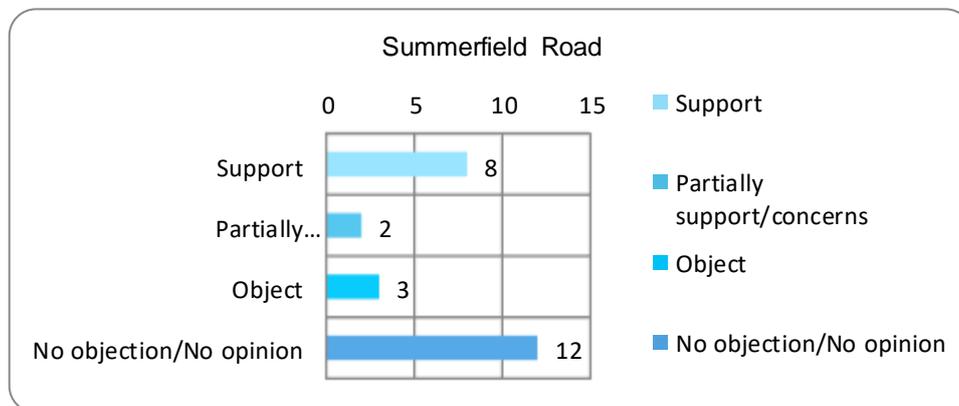
85. Proposed change of use for the existing parking bay (from permit holders to shared use (permit holders & non-permit holders) – This new bay has been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay parking availability across the Summertown area. Officers identified an underuse in the existing permit holder parking bays, but a higher level of use of the short stay parking bays (almost to capacity). This led to the proposed change of use for 15 metres of the existing bay.
86. Whilst there is general support from respondents, wider objections have been raised over the increase of parking availability for private car users citing that this type of proposal does not follow County Council policy. The aim of the proposed change of use of this existing bay is to maintain a fair balance between spaces available for shared use and those reserved exclusively for permit holders. Other comments received request that the bay is repurposed as cycle parking instead.
87. This proposal does not contribute to a net increase in parking space as it is already an existing space, officer recommendation is to therefore approve the proposal, with a view that the space could partially be repurposed for alternative use by cycle or hire e-bike or hire e-scooter parking space in future.



Number of online responses.

Summerfield Road:

88. Proposed change of operational hours and stay limit of the existing goods vehicle loading bay – Following a request submitted by a Transport Planning consultant on behalf of their client, Marks & Spencer, a proposal has been brought forward to amend the operational hours and maximum stay associated with the existing goods vehicle loading bay. This request has arisen due to operational difficulties currently experienced by the store, whereby deliveries are unable to take place effectively as the loading bay is routinely occupied by parked vehicles outside of its existing hours of operation.
89. The proposal is largely supported and officers recommendation would therefore be for the amendments to be approved.

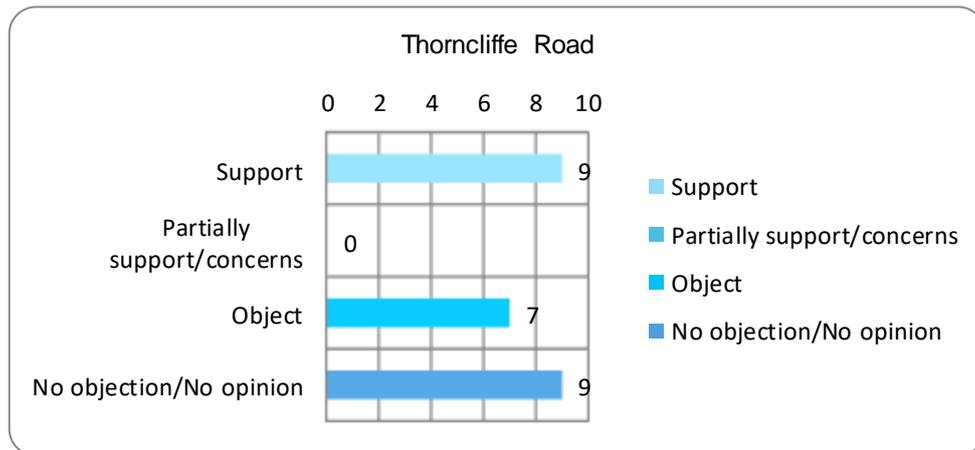


Number of online responses.

Thornclyffe Road:

90. Proposed double yellow lines (to replace part of the existing permit holders bay) – This short extension of double yellow lines has been proposed following feedback that motorists are trying to squeeze two vehicles into the existing space, which can only really accommodate one vehicle. Officers have therefore proposed to extend the existing double yellow lines reducing the permit holders bay to 5 metres.

91. Whilst there is general support from respondents, there is some objection to the loss of residents parking availability and a request that the bay is repurposed as cycle parking instead.
92. This proposed change will ensure that the permit holders bay is used correctly and that vehicles are not overhanging the confines of the bay, thus parking in contravention. Officer recommendation is to therefore approve the proposal, with a view that the space could be repurposed for alternative use by cycle or hire e-bike or hire e-scooter parking space in future, if deemed an appropriate location.



Number of online responses

93. As is usual practice with parking proposals and scheme changes, the County Council will monitor the impacts on all protected characteristics, women and vulnerable groups including collecting feedback from residents and stakeholders, and adapting the scheme as needed post-implementation.

Paul Fermer
Director of Environment and Highways

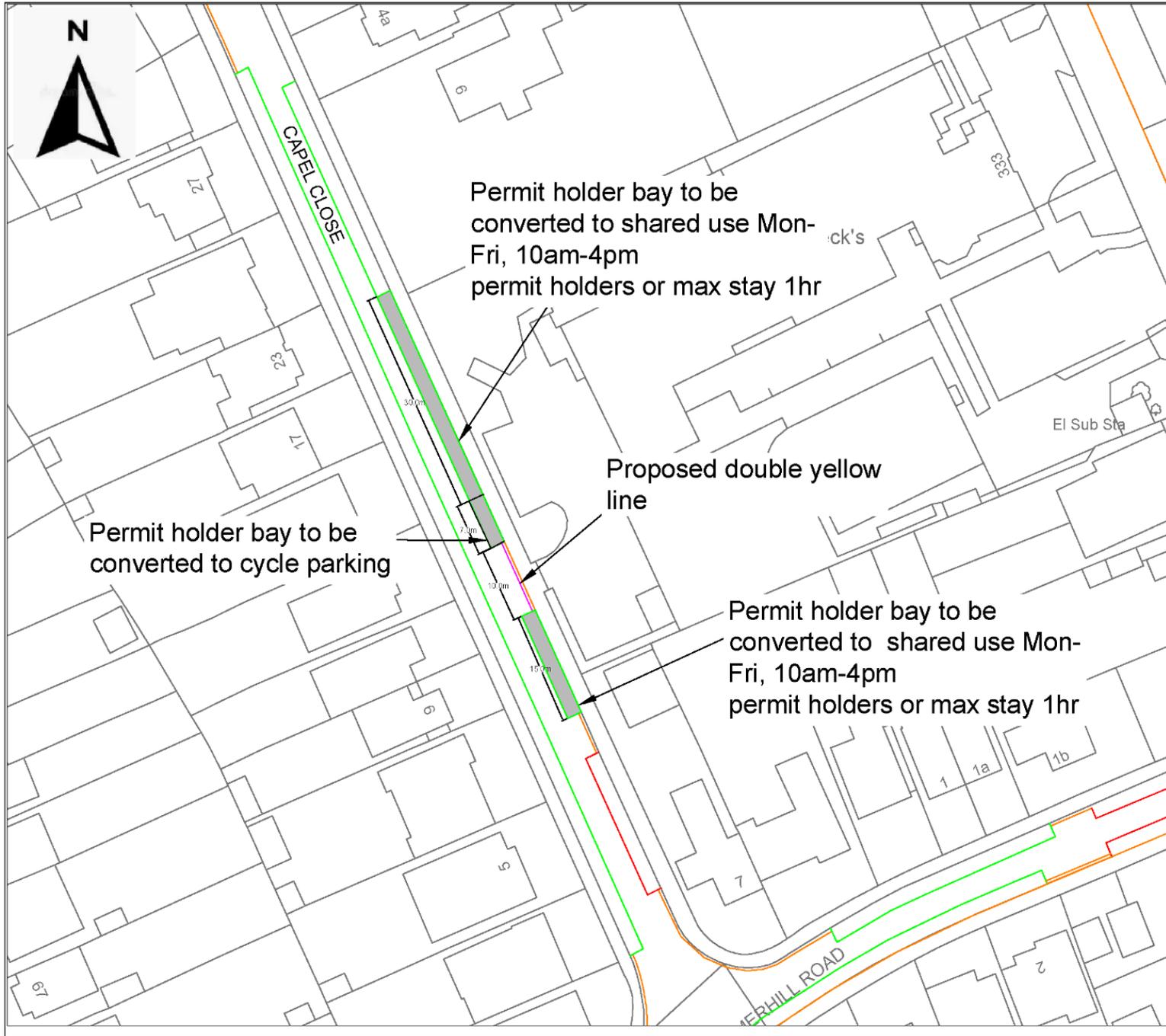
Annex(es): Annexes 1-10: Consultation plans
 Annex 11: Consultation responses
 Annex 12 (*separate document*): 'Oxfordshire Liveable Streets' & 'Cyclox' response
 Annex 13: Equalities Impact Assessment (EQIA)

Background papers: n/a
 Other Documents: n/a

Contact Officer(s): Vicki Neville (Senior Officer – TRO & Schemes)
 Jennifer Yeboah (Senior Officer - TRO & Schemes)
 James Whiting (Team Leader – TRO & Schemes)

March 2026

Drawing No. PRD/2024/TRO/029



KEY	
	Existing Double yellow line (to be removed)
	Existing cycleway lane
	Existing cycleway lane to be removed
	Existing cycleway lane to be reinstated
	Existing Disabled Bay
	Existing shared cycleway parking
	Existing Permit Holder Bay
	Existing bus stop
	Existing Taxi rank Loading Bay
	Proposed Disabled Bay
	Proposed Cycleway parking
	Proposed No parking at any time
	Proposed Permit Holder Bay
	Proposed Cycleway parking

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	(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)
USE	(ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER NONE IF APPLICABLE)

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Project title
 2025 Parking Review
 Summertown CPZ Area
 New Parking Schemes

Drawing title
 Capel Close
 Proposed Parking Changes
 TRO consultation drawing

Drawing Status - Final

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/029 Revision 0

Drawing No. PRD/2025/TRO/003 v1

- KEY**
-  EXISTING NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)
 -  PROPOSED NEW NO WAITING ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)
 -  PROPOSED REMOVAL OF NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
 -  PROPOSED CHANGE OF USE FROM RESIDENTS PARKING TO A COACH PARKING BAY 8AM - 8PM FOR 1 HOUR NO RETURN WITHIN 2 HOURS (ALL DAYS)
 -  PROPOSED REMOVAL OF SMALL SECTION OF RESIDENTS PARKING BAY TO ACCOMMODATE PROPOSED NEW DOUBLE YELLOW LINES
 -  PROPOSED NEW RESIDENTS PARKING BAY MON - FRI 10AM - 4PM AND EXTENSION OF EXISTING PARKING BAY (DUAL USE)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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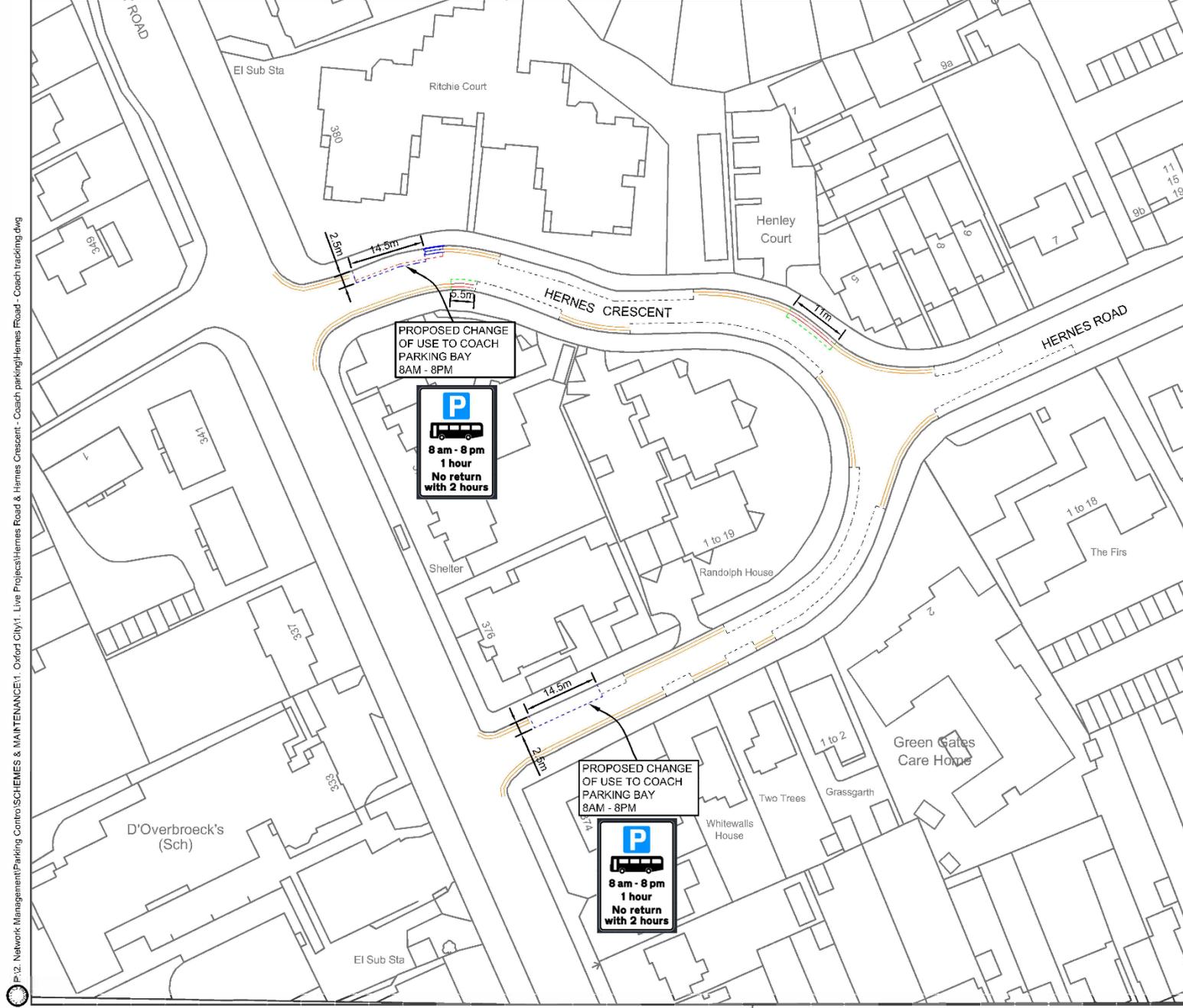
Project title
**Traffic Regulation Order
 Consultation Drawing
 2025**

Drawing title
**Proposed Parking Changes
 New Coach Parking Bays
 Hernes Road & Hernes Crescent
 Oxford**

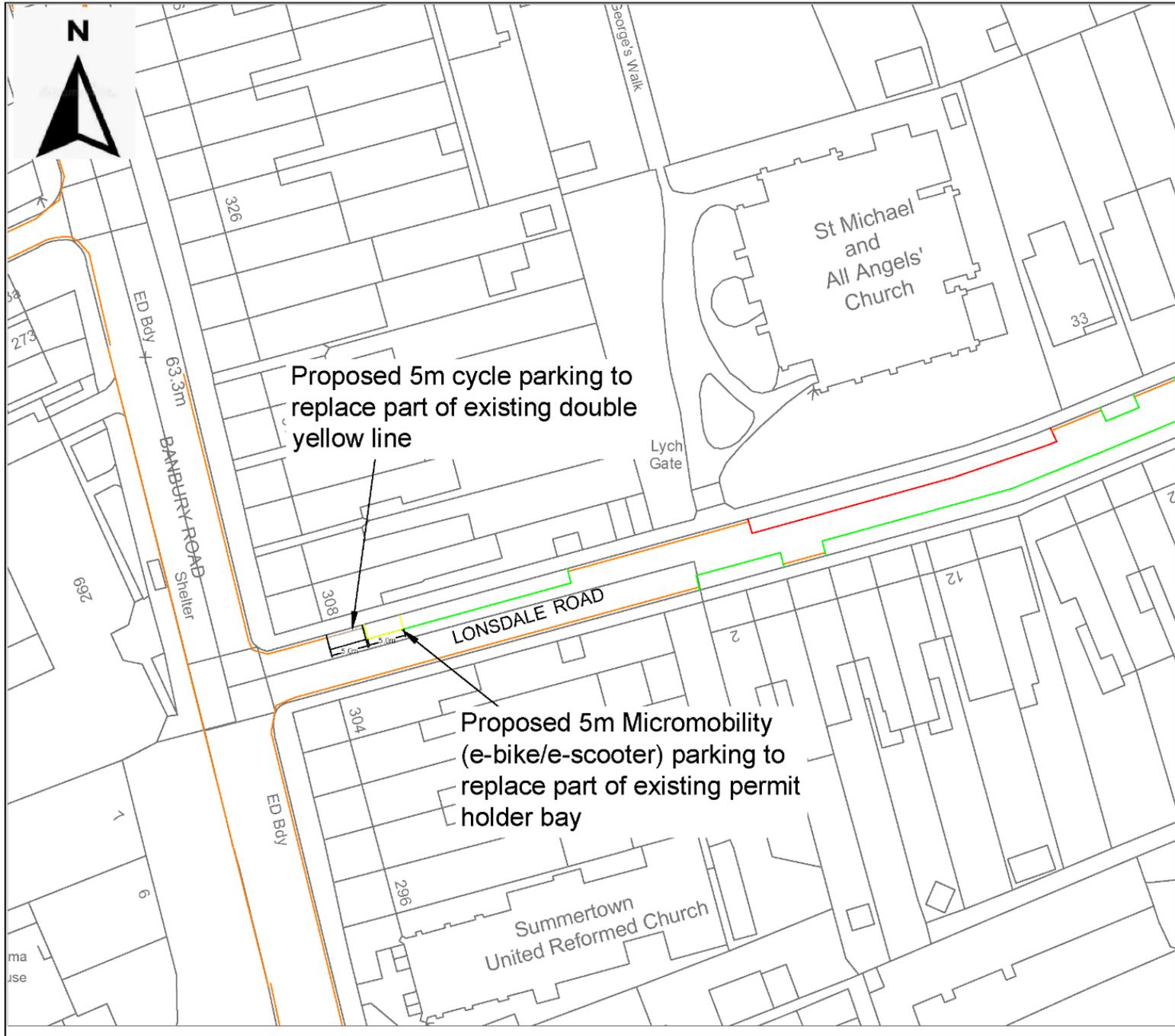
Drawing Status
Consultation

Scale @ A4 1:1000	Drawn by VN	Checked by JW	Approved by
Date drawn July 2025	Date checked	Date approved	

Oxfordshire Project No. & File Ref
 Drawing No. PRD/2025/TRO/003
 Revision v1



P:12 Network Management/Parking Control/SCHEMES & MAINTENANCE/1. Oxford City/1. Live Projects/Hernes Road & Hernes Crescent - Coach parking/Hernes Road - Coach parking.dwg



Drawing No. PRD/2024/TRO/027

KEY	
	Existing Double yellow line (the width of which)
	Existing asphaltic area
	Existing existing kerbside
	Existing existing kerbside to be removed
	Existing Disabled Bay
	Existing permit holder bay
	Existing Permit holder bay
	Existing bus stop
	Proposed Micromobility parking
	Proposed Disabled Bay
	Proposed Disabled white line
	Proposed for scaling of kerb
	Existing kerbside to be removed
	Proposed Cycle Markings

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Project title
 2025 Parking Review
 Summertown CPZ Area
 New Parking Schemes

Drawing title
 Lonsdale Road
 Proposed Parking Changes
 TRO consultation drawing

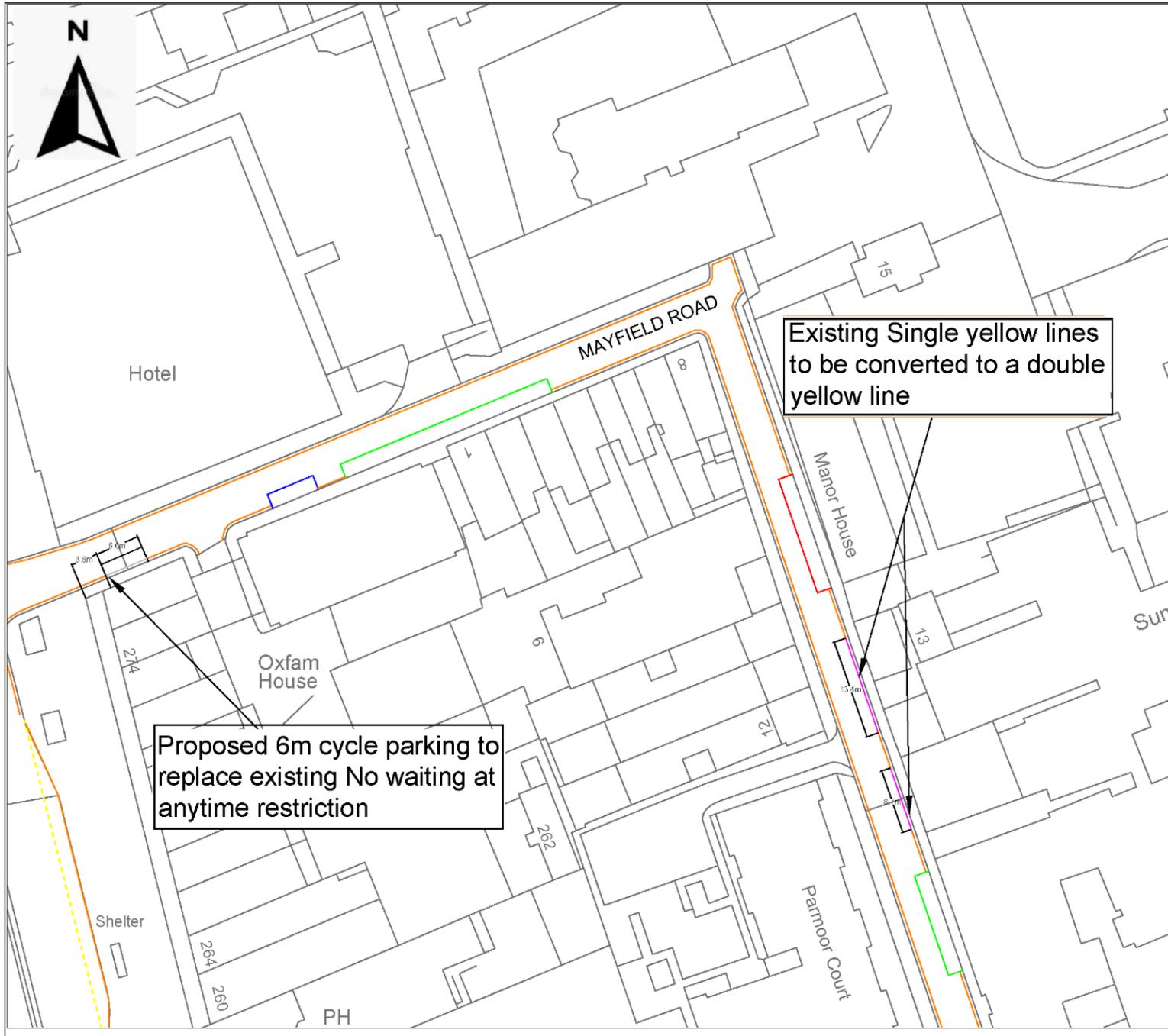
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Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 24/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/027 Revision 0

Drawing No. PRD/2024/TRO/026



KEY	
	Existing Double yellow lines (to be replaced)
	Existing single yellow lines
	Existing double yellow lines
	Existing yellow lines to be converted to double yellow lines
	Existing Disabled Bay
	Existing coach/loaded site parking
	Existing Permit Holder Bays
	Existing bus stops
	Existing Taxi rank Loading Bay
	Proposed Disabled Bay
	Proposed Coach/loaded site
	Proposed No waiting at anytime
	Proposed No waiting at anytime (to be converted to double yellow lines)
	Proposed Cycle Markings
	Proposed Cycle Markings

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Project title
2025 Parking Review
Summertown CPZ Area
New Parking Schemes

Drawing title
Mayfield Road
Proposed Parking Changes
TRO consultation drawing

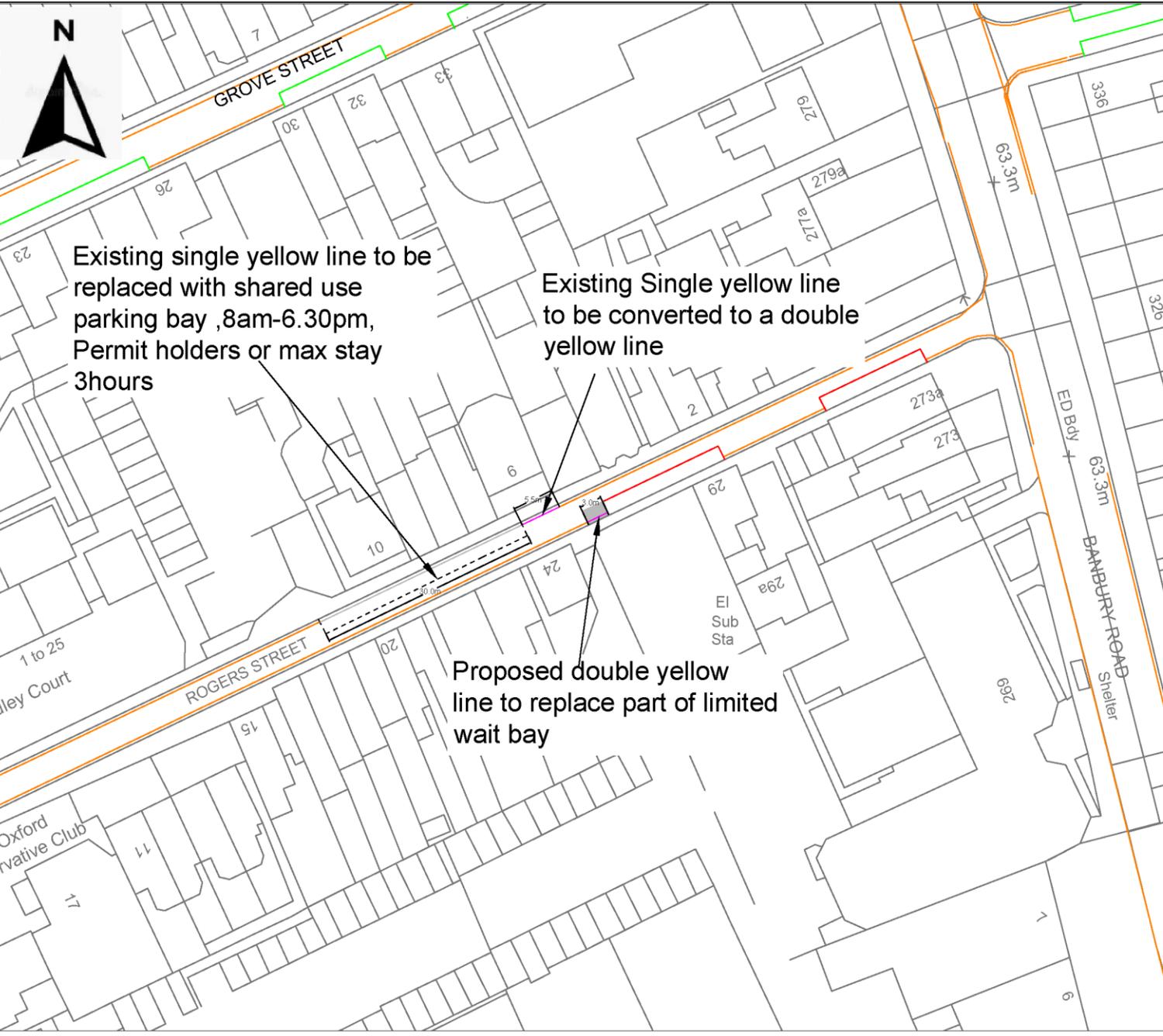
Drawing Status- TRO Consultation

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 25/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/026 Revision 0

Drawing No. PRD/2024/TRO/030



KEY

	Existing Double yellow line (No waiting at anytime)
	Existing single yellow line
	Existing loading restrictions
	Existing unloading restrictions to be considered
	Existing Disabled bay
	Existing shared user/1st city parking
	Existing Permit Holder Bays
	Existing bus stop
	Existing Taxi and Loading bay
	Proposed Disabled Bay
	Proposed Double yellow line
	Proposed no loading at anytime
	Existing permit holder/1st city bay to be considered
	Proposed Cycle Motorcycle Parking

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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USE
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DECOMMISSIONING/DEMOLITION
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Project title
 2025 Parking Review
 Summertown CPZ Area
 New Parking Schemes

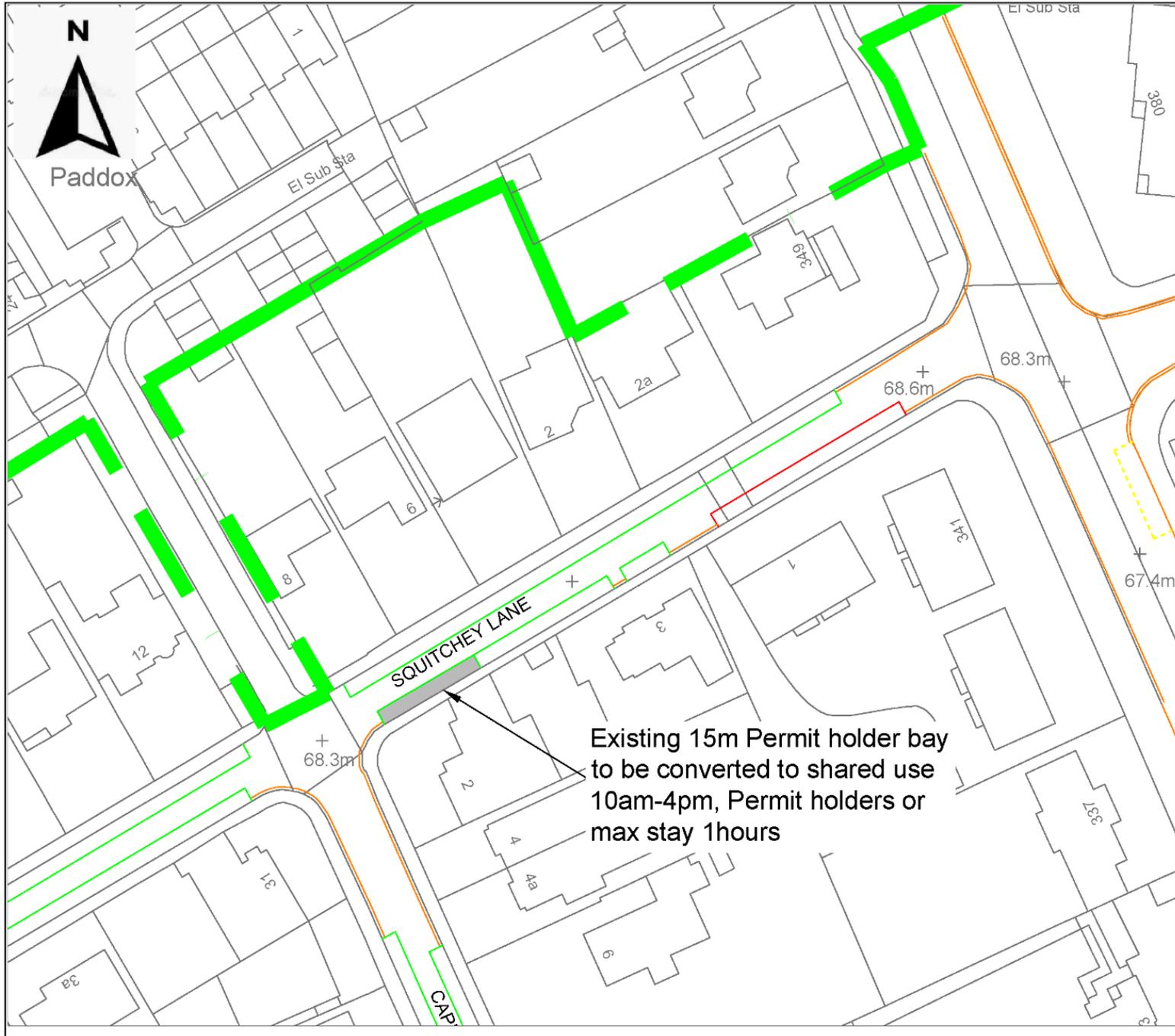
Drawing title
 Rogers Street
 Proposed Parking Changes
 TRO consultation drawing

Drawing Status- Final

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/030	Revision 0
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Drawing No. PRD/2025/TRO/028 | Revision 1

KEY	
	Existing Double yellow line (the width of vehicle)
	Existing single white line
	Existing yellow bollards
	Existing yellow bollards to be converted
	Existing Disabled Bay
	Existing shared resident only parking
	Existing Permit holder bay
	Existing bus stop
	Existing Taxi rank/Loading Bay
	Proposed Disabled Bay
	Proposed Shared white line
	Proposed for use at anytime
	Existing Permit holder bay to be converted
	Proposed Cycle Motorcycle Parking

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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CONSTRUCTION
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MAINTENANCE/CLEANING
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USE
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DECOMMISSIONING/DEMOLITION
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Project title
 2025 Parking Review
 Summertown CPZ Area
 New Parking Schemes

Drawing title
 Squitchey Lane
 Proposed Parking Changes
 TRO consultation drawing

Drawing Status- Draft

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/028 | Revision 1

Drawing No. PRD/2024/TRO/040 | v1

KEY

 PROPOSED CHANGE OF OPERATIONAL HOURS & TIME LIMIT ON EXISTING GOODS VEHICLE LOADING BAY

CHANGE FROM 'GOODS VEHICLE LOADING ONLY MON-SAT 8AM-6.30PM 20 MINS NO RETURN WITHIN 20 MINS TO MON - SAT 6AM - 6.30PM 1 HOUR NO RETURN WITHIN 1 HOUR'

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION
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MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Project title
2025 Parking Review
Summertown CPZ Area
New Parking Schemes

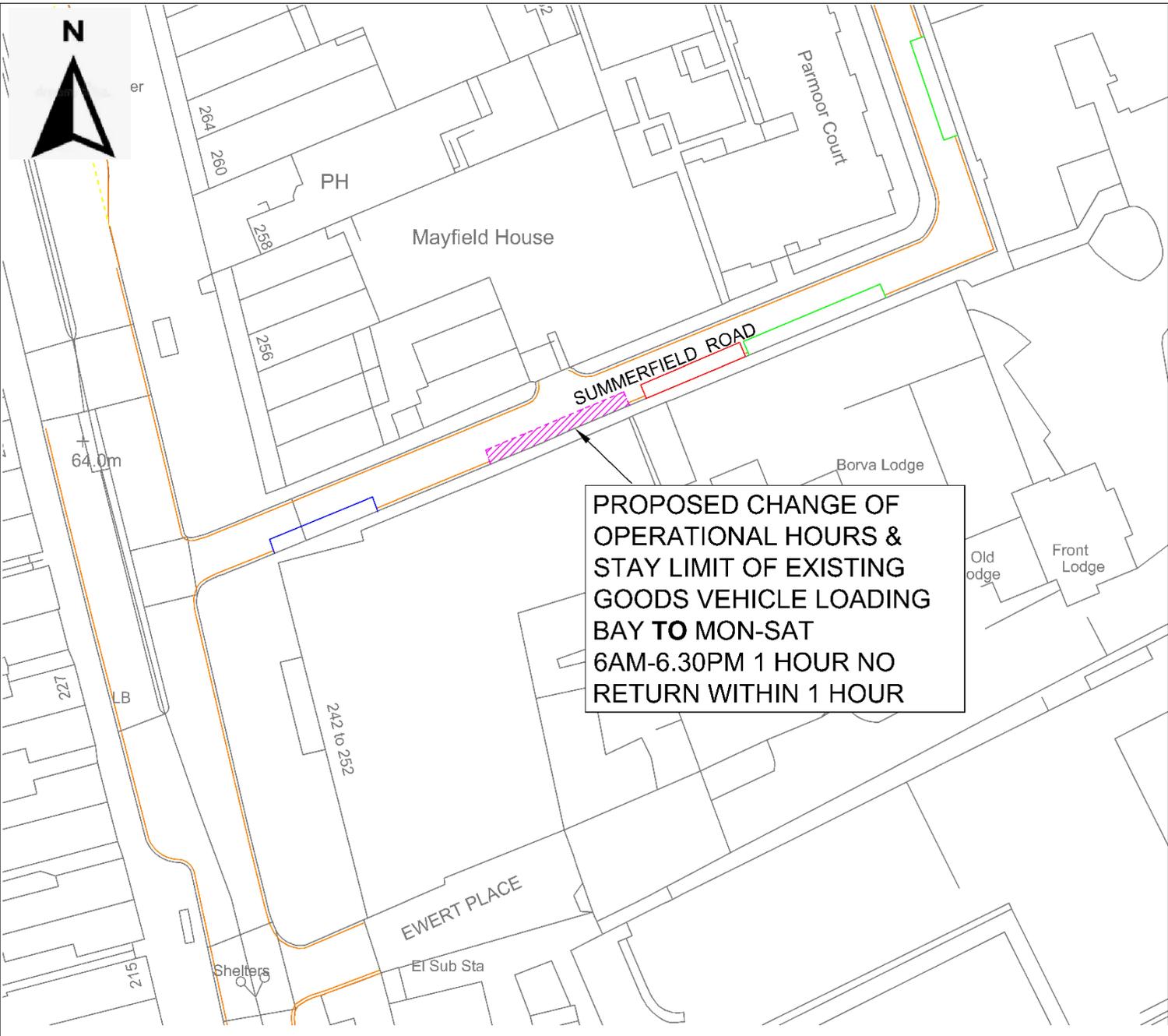
Drawing title
Summerfield Road
Proposed Parking Changes
TRO consultation drawing

Drawing Status- Final

Scale @ A3 1:500	Drawn by VN	Checked by JW	Approved by JW
Date drawn 09/01/26	Date checked	Date approved	

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/040 | Revision v1



PROPOSED CHANGE OF OPERATIONAL HOURS & STAY LIMIT OF EXISTING GOODS VEHICLE LOADING BAY TO MON-SAT 6AM-6.30PM 1 HOUR NO RETURN WITHIN 1 HOUR



Drawing No. PRD/2024/TRO/032

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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CONSTRUCTION
(ENTER NONE IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER NONE IF APPLICABLE)

USE
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DECOMMISSIONING/DEMOLITION
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Project title
2025 Parking Review
Summertown CPZ Area
New Parking Schemes

Drawing title
Thorncliffe Road
Proposed Parking Changes
TRO consultation drawing

Drawing Status- Final

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
NTS	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/032

Revision 0

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – Thank you for the consultation documents. The Police have no objection.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>Support – We have reviewed these proposals, with a particular focus on the Banbury Road which is a key bus corridor.</p> <p>We support these proposals. As stated in the consultation material, the alternative provision for school coaches makes it less likely that these will block bus stops and the general flow of traffic, including cycles, in Banbury Road.</p> <p>Accordingly, we unequivocally support the proposals.</p>
(e3) Local group/organisation, (Oxfordshire Liveable Streets & Cyclox)	<p>Object/Support – There are still proposals here to put in more car parking, which we object to, as contrary to policy. Here we will just quote from LTCP Policy 33 - "Take measures to reduce and restrict car parking availability" - and from the cabinet member for transport in his January decisions meeting - "Increasing car parking increases cars and that is against our policy".</p> <p>There needs to be a recognition that visitor cycle parking should be provided on residential streets, not just at destinations. People visit other people, not just shops and venues, and if they cycle then they need to be able to find cycle parking on the street, to avoid having to lock cycles to fences and posts, often obstructing footways. In many locations, where homes lack front yards or other space for cycle parking, residents would also benefit from on-street cycle parking - ideally this would be in the form of bike hangers but, given the costs of those, ordinary cycle parking stands are much better than nothing. Again, LTCP Policy 33: "Ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy".</p> <p>Pending a full kerbside strategy, a simple approach to visitor cycle parking might be to target at least one set of cycle parking stands on every residential street segment. In some places these could be put in on existing DYLS</p>

	<p>- because cycle parking does not obstruct visibility in the same way that parked cars or vans do, and may require less width - and those locations could be progressed without waiting on parking "demand management" through COTP Action 4 ("review eligibility and quantity of permits in existing CPZ areas"). The Thorncliffe Rd proposal, discussed below, is an example of a location where this could be done. And in CPZs that are not under as much car parking pressure as Summertown, reallocation of space to cycle parking could similarly begin now.</p> <p>We suggest that, as with other highways schemes, CPZ changes and other parking schemes involve co-production with stakeholder groups as well as with local councillors. In addition to Cyclox and Oxfordshire Liveable Streets, we suggest Oxford Pedestrians Association, Neighbourhood Forums, local groups such as Liveable Cowley and Headington Liveable Streets, and school Transport Action Groups.</p> <p><i>(Full response shown at Annex 12)</i></p>
<p>(e4) Local group/organisation, (Oxfordshire Unlimited)</p>	<p>Concerns – There are two streets where I consider that the proposed changes need further review, and there is one (Hernes Crescent) where an existing Traffic Regulation Order will need to be amended.</p> <p>Lonsdale Road The proposed cycle and motability parking is too close to the junction with Banbury Road. A second vehicle queuing to enter Banbury Road would prevent vehicles entering Lonsdale Road from proceeding, and while the first vehicle entering Lonsdale Road could wait clear of Banbury Road, a second vehicle would block part of the Banbury road carriageway. That would obstruct the visibility to the right for a vehicle entering Banbury Road from Lonsdale Road.</p> <p>Rogers Street This road is very narrow, and the proposed distance between the proposed new length of parking on the north side and the slightly shortened length of existing parking on the south side would leave insufficient space for two moving vehicles to pass each other outside nos 6 and 24 Rogers Street. I suggest that the proposed new length of parking on the north side should be shortened at its eastern end by at least 5 metres.</p> <p>Hernes Crescent I appreciate that the locations chosen for the coach parking are the most appropriate, so that a coach driver who is not familiar with the street layout will be able to easily find the parking place, whether they enter the northern arm or the southern arm of Hernes Crescent. However, there is an existing prohibition of right turns</p>

	<p>onto Banbury Road from the southern arm of Hernes Crescent. That needs to be amended (to "Except coaches"), or perhaps revoked entirely.</p>
<p>(e5) Local resident, (Oxford, Lonsdale Road)</p>	<p>Lonsdale Road – Object</p> <p>Lonsdale Road is already a narrow 2 way road with limited parking for residents and their visitors. If you remove residents parking in order for bikes and scooters to be parked there they will restrict the access to the road as they are NEVER left in an orderly manner and as there are many elderly residents who already have difficulty navigating both the pavements and the road you are putting further obstacles in their path - and their safety at risk.</p> <p>There are plenty of other areas in Summertown where such facilities could be put without effecting local residents who pay enormous sums for council tax and receive very little in return. This absolutely should not be allowed or even considered.</p>
<p>(e6) Local resident, (Oxford, Hamilton Road)</p>	<p>Hamilton Road – Object</p> <p>As a Hamilton Road (OX27PY) resident I am objecting to the proposed introduction of a 7 m electric pedal cycle and electric scooter parking for the following reasons:</p> <ol style="list-style-type: none"> 1) Hamilton Road is a narrow residential road and any bikes or scooters left on the pavement would completely obstruct disabled users of the pavements, any in the road would be dangerous 2) Hamilton Road is a narrow residential road and any bikes or scooters might be in or cause accidents entering or exiting the parking zone 3) The users of the bicycles and scooters will all come from Banbury road (in my observation the scooter park by the shared coworking space on Banbury road is used quite extensively by school students), so why not position the park either on Banbury road itself (in areas with large safe off-road areas) or at the very end of the road? I note that that the proposed Lonsdale road pedal cycle parking is at the end of the road.

	<p>4) No 5 Hamilton road is residential property with only a low wall between the property and the pavement; users of ebikes and scooters are likely to cause significant disturbance at night. By contrast some properties have hedges or fences which would provide some noise reduction.</p> <p>My suggestion would be to expand the existing escooter park by the bus stop on Banbury road to include bikes</p>
<p>(e7) Local resident, (Oxford, Mayfield Road)</p>	<p>Mayfield Road – Object</p> <p>We note that item 6 (b) of the proposed variations relates to Mayfield Road and to the current single yellow line that is located opposite our house and adjacent to Summerfields School.</p> <p>We wish to object strongly to the proposal to turn this area from single yellow line (No Waiting Mon-Sat 8am-4pm) to a 'No waiting at Any Time' double yellow line.</p> <p>We own two cars and have a single parking spot on our property. As a result, we always need to park one car in the Residents bays in Mayfield Road. The pressure on Residents bays in Mayfield Road is already unworkable. The single yellow lines provide an element of relief from this situation as it is possible to park there (after 4pm) and then go and move a car to a Residents' bay later that evening when the shoppers have gone. As it is, we regularly have to drive around Summertown for 5-10 minutes to find a place to park, but the availability of the single yellow line in Mayfield Road more often than not enables us to park in our road and move my car later. We know this is also the case for our neighbours.</p> <p>The single yellow line also provides a useful option for visitors who come by car in the evening or at weekends. We have elderly parents, and the single yellow line provides a very useful facility when they visit us at weekends.</p> <p>We see absolutely no rationale or benefit to Residents or the community at large from the removal of this stretch of single yellow parking and it would cause material loss of a valuable amenity. The ability to park in this area after 4.00pm and on weekends has no impact on pedestrian safety or congestion but often makes living and parking in this busy road workable. Please do not remove this valuable amenity at the cost of Residents. As an alternative, this area could be allocated as a Residents' bay. Both options are certainly preferable to making this area into a 'No waiting at Any Time' double yellow line as proposed.</p>

<p>(e8) Local resident, (Oxford, Rogers Street)</p>	<p>Rogers Street – Concerns</p> <p>I live in Rogers Street and feel that the proposed parking on the north side from nos. 6 - 10 should be residents' parking only, as there has never been provision for that.</p> <p>As Rogers Street is so narrow I feel there is a case for making it one way, from Middle Way to Banbury Road. This would be safer for residents who live in the houses whose front doors open straight on to the pavement.</p>
<p>(e9) Local resident, (Oxford, Summerhill Road)</p>	<p>Capel Close – Object</p> <p>I am writing to formally object to the proposed resident parking plan affecting the area around Summerhill Road and Capel Close, particularly as it relates to us as residents of Summerhill Road which is on the corner of Summerhill Road and Capel Close.</p> <p>Currently, the limited availability of resident only parking bays near our property and on our side of the road necessitates that we often park in Capel Close, which at our end of the street is often fully occupied. Therefore we try to utilise the three-hour and permit holder spaces opposite numbers 3, 5, and 7 Capel Close and the residents only spaces at the end of our garden and opposite numbers 7 and 9 Capel Close.</p> <p>Additionally, the only suitable bay for us to park in to allow us to charge our electric vehicle is directly opposite number 7 and 9 Capel Close. We would therefore request that this bay be retained as a resident-only parking bay. Unfortunately your current proposal will:</p> <ul style="list-style-type: none"> o Prevent us from being able to park anywhere near our front door o Make it extremely difficult to charge our electric car at the rear of our property. Unfortunately the car does not fit in our drive/garage as it is marginally too wide. As a result I have previously applied for planning approval to make a charging bay in our front garden on Summerhill Road but the roads department refused to support the application. <p>As an alternative to your proposed parking amendments we would like to propose propose that the parking area opposite numbers 3 and 5 Capel Close, currently permit holders and up to 3 hours parking, be designated as resident-only bays. This would ensure that we and other residents have adequate parking. In addition we would</p>

	<p>request that the current residents only parking bays opposite numbers 7 and 9 Capel Close are retained as they are. This would alleviate the issues and charging issues mentioned.</p>
<p>(e10) Local resident, (Oxford, Thorncliffe Road)</p>	<p>Thorncliffe Road – Object</p> <p>The parking space mentioned here is currently large enough for one and a half vehicles but, rather than reducing it by 2 meters, I would argue it be extended by 1.5 meters to comfortably fit 2 cars in a permit holders bay.</p> <p>Reducing it will likely mean that on the sale of either of the abutting properties the new owners will need to pave over their front gardens to accommodate at least one vehicle. This increases the surface water drain off into the main road drainage system. As we experience ever increasing rainfall the council should bear in mind the long term surface water flooding risks which face Oxford and their policy should be to minimise this wherever possible. This would be an opportunity to do so. It would also secure 2 parking spaces in an area which can reasonably accommodate them (as it seems to do so already, albeit with cars not quite fitting the allotted area) rather than push demand to other areas, which would necessarily have to happen.</p> <p>On principle I would object to any space being given over to Electric scooter parking which would apply to 2. Hamilton Road and 5. Lonsdale Road b. in your document. The Council should not be endorsing or facilitating the use of this commercially supplied equipment. Accidents and injury caused on and by these scooters and their apparent link to criminal activity gives rise to a liability the Council should not be associated with and is not justifiable in my view.</p>
<p>(e11) Local group/organisation, (Summertown & St Margaret's Neighbourhood Forum)</p>	<p>We are very supportive of the changes you are proposing which increase the amount of cycle parking and micromobility hubs on the carriageway. We object to the increase in car parking spaces which is contrary to County Council LTCP Policy 33 - "Take measures to reduce and restrict car parking availability".</p> <p>We would like to see more cycle parking in residential streets to ensure secure lockable cycle parking for residents and visitors. In the spirit of co-production which the council supports, we would like to have been involved in the early stages of planning these CPZ changes.</p> <p>Below are our comments on the specific schemes:</p>

Capel Close – Support

We suggest, however, putting in an additional 5m cycle parking bays at the northern end of the 30-metre car parking bay.

Hamilton Rd – Support (with suggestion)

We welcome on carriageway micromobility parking is welcome. We suggest though that you move this closer to the shops on Banbury Rd, at the west end of the parking bays.

Hernes Crescent – Support

We strongly support the coach parking spaces on Hernes Road as we have long campaigned to stop coaches obstructing footway and cycle lane outside d'Overbroecks School. We are concerned about:

- the proximity of the coach parking to Banbury Road causing problems with visibility
- coach drivers respecting the no-right-turn leaving the south exit of Hernes Crescent
- tourist coaches using these spaces and displacing the d'Overbroecks to outside the school again. We would like to see enforcement to prevent this potential.

Lonsdale Road – Support

This is a useful location for both cycle and micromobility parking. We suggest that that the micromobility parking and the cycle parking are swapped, as users of ebikes and scooters will want to be close to the shops.

Mayfield Road – Support

We are pleased to see cycle parking added nearby the Summertown shops.

Oakthorpe Road – Object

Your proposal for a new car parking space goes against your own policy. This road is contraflow for cycle riders. We think that placing a car space will cause conflicts for cycle riders travelling west and turning into Oakthorpe Place with drivers coming east along Oakthorpe Rd. We would like to see that bay become a bay for cycle parking for those visiting the carpet shop and dentist, and for residential visitors.

Rogers Street – Object

Your proposal for a new car parking space goes against your own policy. We do not support the addition of more car parking. We suggest adding cycle parking bays where you are proposing additional car parking bays, and a micromobility hub at the east end of the road.

Squitchey Lane – Support (with suggestion)

	<p>We would like you to use the opportunity of the change to the CPZ to add in on-carriageway cycle parking as currently there is no cycle parking on Squitchey Lane.</p> <p>Summerfield Road – Partially support/concerns We request that two parking bays coming up to the corner between Summerfield Road and Mayfield Road should be shortened as parked cars obstruct the delivery lorries as they turn the corner from Mayfield into Summerfield road. There have been repeated issues with damage to vehicles parked in this location and also to the curb on the other side as the turning vehicles mount the pavement to avoid the parked car in this location.</p> <p>Thornccliffe Road – Support (with suggestion) Rather than shortening the bay we would like to see it extended westwards from the single car parking space to provide cycle parking spaces.</p>
<p>(e12) Local resident, (Oxford, Hernes Road)</p>	<p>Hernes Crescent – Concerns</p> <p>I am a pedestrian, a cyclist and a car driver. In earlier years I also drove buses and coaches so have some sympathy for the difficulties involved with school pickup/drop off by coaches.</p> <p>I applaud the desire to get the coaches off the Banbury Road but I have concerns about the restriction signs you propose for the two designated Coach Parking bays. Your intention is that they will be for the use of D’Overbroeck’s contracted coaches but there is nothing to indicate this. How will you ensure that these two spaces will actually be available when they are needed? This will also apply at weekends when coaches are required for outings, sports matches etc.</p> <p>Secondly, the sign indicates a 1 hour wait time only but the unfortunate reality is that as soon as the tourist season picks up, the tour buses will arrive in their droves, drop off in central Oxford and then drive out again to areas such as Hernes Road and Crescent to find places to park up and wait a few hours until they need to pick up again, often with engines running for either heating or air conditioning. They totally disregard any parking restriction signs and also will park in the narrower car parking bays. They stay with their vehicle and simply go driving around in circles if they are challenged by anyone in authority. Having two proper coach bays will only encourage them. It won’t be long before the word spreads amongst the drivers that this is a good place to pull up and wait. Are their sufficient funds available for the council to have someone coming around at weekends between 8am and 8pm to enforce the restrictions?</p>

	<p>Thirdly, we have two excellent Park&Ride facilities at this end of Oxford. So please consider extending the applicable time span of the 'Shared-use' parking places to something like 8am-6.30pm, rather than 10am-4pm. Also I believe that the 4 hours should be reduced to 2 or 3 hours maximum. All the spaces get taken up early by staff and pupils of the school who simply come out at lunch time to exchange places. Consequently there is never anywhere for visitors (who could well be elderly and a little physically challenged) to park and visit friends/family in Greengates nursing home or Ritchie Court or elsewhere. Surely staff and pupils of the school, who are here for most of the day, are ideal candidates and most able to use the P&Rs? Actually, the 'Permit holder' limitation could be extended similarly and could assist in encouraging more drivers to use the P&R car parks. You could well get some extra revenue from parking tickets!</p>
(e13) Local resident, (Oxford)	<p>Lonsdale Road – Concerns</p> <p>While we understand the Council's intention to improve road safety and manage parking more effectively, a number of residents on Lonsdale Road and Banbury Road have discussed the proposal and share the view that the reduction in car parking spaces is not proportionate to the anticipated benefit of the additional e-bike and e-scooter bays. In our assessment, the loss of essential residential parking would outweigh the advantages of the proposed replacement provision.</p> <p>Lonsdale Road is consistently a very busy parking area, particularly during weekdays. The demand for resident and visitor parking remains high throughout the day. Any reduction in available spaces would therefore have a direct and significant impact on those living in the immediate vicinity.</p> <p>There are already two designated e-bike and e-scooter parking areas near the Summertown shops, one near Costa and another near the BBC. From regular observation, the bay near the BBC is often underused and even when bikes are taken, they are not consistently replaced, meaning the space can remain unoccupied for many hours.</p> <p>As a resident living opposite the BBC, it seems that when used, it appears to be mostly by the students from St Anne's College and St Edward's School on South Parade Road. If the intention is to reduce pavement parking by relocating scooters, it may be more appropriate to position designated bays on South Parade Road, where demand appears to be concentrated.</p> <p>Concerns regarding visibility or accessibility of the scooters should be limited, as users rely on mobile applications to locate available bikes and scooters.</p>

	<p>We respectfully ask the Council to reconsider the balance between the loss of essential residential parking and the likely usage of additional e-scooter and e-bike spaces in this specific location, and to explore alternative arrangements that would better reflect the needs of local residents while still supporting sustainable transport objectives.</p>
<p>(e14) Local resident, (Oxford, Banbury Road)</p>	<p>Hernes Crescent – Concerns</p> <p>I am writing to express my concerns with regards to the proposed coach parking bay adjacent to Ritchie Court in the current 'Permit Holders only' space close to the Banbury Road junction with Hernes Crescent.</p> <p>My main concern is with a coach parked in the location indicated in your proposal this will greatly reduce the view for me and the other residents crossing the road. The length and height of a coach will block the view of vehicles turning off of the Banbury Road into Hernes Crescent. As Ritchie Court are flats for the over 55's, many of the residents who live here are not very quick on our feet and crossing the road at the best of times is difficult but will be far more dangerous if we are not able to see vehicles coming around the side of a coach. We have a drop kerb adjacent to our main entrance to allow us to cross the road but this would be directly behind the parked coach due to the shape of the road.</p> <p>We are also concerned about noise from the coach engines running whilst they are parked and also the possibility of coaches parking overnight in this location as this would make crossing the road in the dark even more dangerous.</p>
<p>(e15) Local resident, (Oxford, Banbury Road)</p>	<p>Hernes Crescent – Concerns</p> <p>I completely understand the situation concerning coaches and buses stopping in Banbury Road. Of course we are sad that it has to be just outside our entrance, but I can see the necessity. In me light of this I would like to put something else forward for your very serious consideration ...</p> <p>Please would you change all the existing or proposed 4 hour spaces in the Crescent to 2 hours with No return for (?) hours. This would hopefully allow visitors to Ritchie Court to park near the entrance rather than the spaces being endlessly used by students from Doverbroeks during term time who park there all day; and by</p>

	<p>people who I believe come and park for 4 hours and go into the City Centre. There are seldom any available spaces, and with the space for coaches it will become even more difficult.</p> <p>It used to be so convenient to park on the north side, outside Ritchie Court, which was such a help for our visitors, some of whom are pretty old. Up until this year we just gave them a paper permit to display, but now we have to get their registration number and has to be done online. I like having friends to lunch, but I fear this going to put them off. Surely at the end of our lives we have a right to expect the benefits of living here to continue; after all we pay our Council Tax! and you won't lose any revenue.</p> <p>I am not a complainer by nature, and I hope you will receive this in the light of constructive comment, and therefore consider the matter seriously.</p>
(e16) Local resident, (Oxford)	<p>Hernes Crescent – Object</p> <p>I firmly believe that this really isn't a suitable area, there is enough traffic going on around this area and to remove residents parking bays is so unfair. Why couldn't you have chosen Park Town or where they used to be in Blackfriars or around the Cutteslowe park.</p>
(e17) Local resident, (Oxford)	<p>Hernes Crescent – Object</p> <p>Specifically, I am concerned that the proposed 'Coach Parking' bays on Hernes Crescent and Hernes Road will severely disrupt traffic flow. These residential roads are not designed for vehicles of this scale. The presence of large coaches will create dangerous blind spots for residents and motorists entering or exiting their properties, posing a significant safety risk to pedestrians, cyclists, other drivers, and local bus services.</p> <p>Furthermore, should any accidents occur as a result of these changes—particularly after these specific safety warnings have been issued—the responsibility and liability will rest with the Council for proceeding with this decision. If the Council's goal is to reduce congestion, this proposal is counterproductive; it will inevitably create bottlenecks and avoidable hazards in a residential area.</p> <p>These streets are entirely unsuitable for designated bus and electric scooter parking. Converting quiet residential roads into hubs for heavy vehicles and high-turnover scooter bays will unfairly disrupt residents' lives through increased noise, pollution, and reduced accessibility.</p>

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B. Online responses: (**Note** – when a response is blank, this equates to a submission of “No objection/No opinion” having been provided)

RESPONDENT	COMMENTS												
(o1) County Cllr, (Oxford, New Road)	<p>Do you live within the CPZ ? No</p> <table border="1" data-bbox="577 480 2040 855"> <tr> <td data-bbox="577 480 1323 544">Capel Close – Support</td> <td data-bbox="1323 480 2040 544">Oakthorpe Road – Object</td> </tr> <tr> <td data-bbox="577 544 1323 608">Hamilton Road – Support</td> <td data-bbox="1323 544 2040 608">Rogers Street – Object</td> </tr> <tr> <td data-bbox="577 608 1323 671">Hernes Crescent – Support</td> <td data-bbox="1323 608 2040 671">Squitchey Lane – Object</td> </tr> <tr> <td data-bbox="577 671 1323 735">Hernes Road – Support</td> <td data-bbox="1323 671 2040 735">Summerfield Road – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 735 1323 799">Lonsdale Road – Support</td> <td data-bbox="1323 735 2040 799">Thornccliffe Road – Support</td> </tr> <tr> <td data-bbox="577 799 1323 855">Mayfield Road – Support</td> <td data-bbox="1323 799 2040 855"></td> </tr> </table> <p>Oakthorpe: should be cycle parking instead, for the local shops, adding a private car space here is likely to restrict visibility for contra-flow cyclists and therefore against Vision Zero and LTCP policies</p> <p>Rogers: Concerns about parking overhanging the garages, in general this addition of private cart parking is not policy compliant, and it should instead be reallocated to cycle parking / hire cycle parking.</p> <p>Squitchey Lane: I used to live here, there's very minimal cycle parking for visitors, and many houses already have drives, this should be cycle parking instead of car parking.</p> <p>Summerfield: isn't this a drop-off / pick up bay? Seems risky to change it to allow longer stays.</p>	Capel Close – Support	Oakthorpe Road – Object	Hamilton Road – Support	Rogers Street – Object	Hernes Crescent – Support	Squitchey Lane – Object	Hernes Road – Support	Summerfield Road – Partially support/concerns	Lonsdale Road – Support	Thornccliffe Road – Support	Mayfield Road – Support	
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	Hernes Road – Support	Summerfield Road – Partially support/concerns											
	Lonsdale Road – Support	Thornccliffe Road – Support											
	Mayfield Road – Support												
(o2) Local resident, (Oxford, Banbury Road)	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 1334 2040 1391"> <tr> <td data-bbox="577 1334 1323 1391">Capel Close – Object</td> <td data-bbox="1323 1334 2040 1391">Oakthorpe Road – Object</td> </tr> </table>	Capel Close – Object	Oakthorpe Road – Object										
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Hamilton Road – Object	Rogers Street – Object
Hernes Crescent – Object	Squitchey Lane – Object
Hernes Road – Object	Summerfield Road – Object
Lonsdale Road – Object	Thornccliffe Road – Object
Mayfield Road – Object	

I am a resident and I park on Hernes Crescent. The road is already very busy for parking and there is limited space. It is always busy in the day also as people work at the building opposite and need to park there also. On Hernes Road there are often cars parked on both side of the road, which is fine for a car to get down but a coach would struggle. I object to the fact that residents (who pay the council council tax and for parking permits) are being asked/told to give up parking spaces for coach parking for a private school where the fees are at least £8.5k a term. Some of the students at the school are paying more per year to attend the school than my entire salary, about half of which I spend on council tax, bills and rent. I think it is shameful that Oxfordshire County Council would make residents sacrifice already limited parking for non-residents; it feels like pandering to the school because they have money. It is not as if the school is inaccessible on public transport as many public buses go down Banbury Road - why is the solution to take away something from local residents rather than instructing the school to promote public transport? I do not have a choice to not have a car - I work at Milton Keynes University Hospital and was previously spending 5-6 hours on buses a day to commute and was making myself ill. Under the proposed changes it seems that almost all parking on Hernes Crescent will be removed. I am a young woman who leaves my house at 6.30am and returns at 17.30. In the winter it is dark, and I would not feel safe walking further down the road alone and in the dark.

According to your own data published after the congestion charge was introduced, there has been a 22% increase in traffic in the evening on Banbury Road, so as a resident I am concerned about the increase of air and noise pollution this is already bringing - I fail to see how introducing coach bays will address this.

I hope you will consider the views of residents in this consultation and you will not go ahead with these proposals. How can the council claim to represent residents when changes such as this are being proposed?

<p>(o3) Local resident, (Oxford, Capel Close)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 295 2038 667"> <tr> <td data-bbox="577 295 1323 357">Capel Close – Object</td> <td data-bbox="1323 295 2038 357">Oakthorpe Road –</td> </tr> <tr> <td data-bbox="577 357 1323 419">Hamilton Road –</td> <td data-bbox="1323 357 2038 419">Rogers Street –</td> </tr> <tr> <td data-bbox="577 419 1323 481">Hernes Crescent –</td> <td data-bbox="1323 419 2038 481">Squitchey Lane –</td> </tr> <tr> <td data-bbox="577 481 1323 544">Hernes Road –</td> <td data-bbox="1323 481 2038 544">Summerfield Road –</td> </tr> <tr> <td data-bbox="577 544 1323 606">Lonsdale Road –</td> <td data-bbox="1323 544 2038 606">Thornclyffe Road –</td> </tr> <tr> <td data-bbox="577 606 1323 667">Mayfield Road –</td> <td data-bbox="1323 606 2038 667"></td> </tr> </table> <p>Installing bicycle parking near the college gates, which are intended exclusively for vehicles, is not only impractical but also presents a clear safety risk.</p> <p>This is clearly indicated at the gates: all pedestrians are required to enter from the Banbury Road side. Placing bicycle parking in this location would create a safety risk for both cyclists and motorists, as the road is narrow and used for vehicle passage.</p> <p>A bicycle parking area would be far better located on the Banbury Road side, where there is a dedicated cycle lane and the main pedestrian entrance to the college.</p> <p>Therefore, I am strongly opposed to this proposal.</p>		Capel Close – Object	Oakthorpe Road –	Hamilton Road –	Rogers Street –	Hernes Crescent –	Squitchey Lane –	Hernes Road –	Summerfield Road –	Lonsdale Road –	Thornclyffe Road –	Mayfield Road –	
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Mayfield Road –														
<p>(o4) Local resident, (Oxford, Hamilton Road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 1212 2038 1388"> <tr> <td data-bbox="577 1212 1323 1275">Capel Close – Support</td> <td data-bbox="1323 1212 2038 1275">Oakthorpe Road – Support</td> </tr> <tr> <td data-bbox="577 1275 1323 1337">Hamilton Road – Support</td> <td data-bbox="1323 1275 2038 1337">Rogers Street – Support</td> </tr> <tr> <td data-bbox="577 1337 1323 1396">Hernes Crescent – Support</td> <td data-bbox="1323 1337 2038 1396">Squitchey Lane – Support</td> </tr> </table>		Capel Close – Support	Oakthorpe Road – Support	Hamilton Road – Support	Rogers Street – Support	Hernes Crescent – Support	Squitchey Lane – Support						
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Hernes Road – Support	Summerfield Road – Support												
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Mayfield Road – Support													
<p>(o5) Local resident, (Oxford, Hamilton Road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr> <td data-bbox="566 587 1323 641">Capel Close –</td> <td data-bbox="1323 587 2047 641">Oakthorpe Road –</td> </tr> <tr> <td data-bbox="566 641 1323 695">Hamilton Road – Object</td> <td data-bbox="1323 641 2047 695">Rogers Street –</td> </tr> <tr> <td data-bbox="566 695 1323 750">Hernes Crescent –</td> <td data-bbox="1323 695 2047 750">Squitchey Lane –</td> </tr> <tr> <td data-bbox="566 750 1323 804">Hernes Road –</td> <td data-bbox="1323 750 2047 804">Summerfield Road –</td> </tr> <tr> <td data-bbox="566 804 1323 858">Lonsdale Road –</td> <td data-bbox="1323 804 2047 858">Thornccliffe Road –</td> </tr> <tr> <td data-bbox="566 858 1323 912">Mayfield Road –</td> <td data-bbox="1323 858 2047 912"></td> </tr> </table> <p>Hamilton Road is a narrow, family-oriented residential street with no commercial activity. Introducing a public parking bay for shared e-bikes and e-scooters would significantly increase footfall, noise, and transient traffic in an area designed for residents, not public transport hubs. This change would alter the character of the street and undermine the quiet environment that residents rely on.</p> <p>Also, Electric scooters and bikes are frequently used at speed and often left obstructing pavements. Placing a docking or parking zone directly on a residential road increases the risk of:</p> <ol style="list-style-type: none"> 1) Pavement obstruction for children, elderly residents, and those with mobility issues 2) Reduced visibility for drivers exiting driveways 3) Increased likelihood of collisions due to sudden scooter movements or improper parking 	Capel Close –	Oakthorpe Road –	Hamilton Road – Object	Rogers Street –	Hernes Crescent –	Squitchey Lane –	Hernes Road –	Summerfield Road –	Lonsdale Road –	Thornccliffe Road –	Mayfield Road –	
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Mayfield Road –													

This location does not have the width or sightlines to safely accommodate this type of infrastructure. Experience in other areas shows that e-scooter and e-bike bays often attract Late-night noise from users, Scooters being abandoned outside designated areas and groups gathering around the docking points. This would create unnecessary disturbance for residents, especially during evenings and weekends.

For the reasons outlined above, I strongly urge the council to reconsider this proposal and select a more suitable location that supports sustainable transport without compromising the safety, character, and residential nature of our street.

I request confirmation that this objection has been received and will be considered as part of the consultation process.

(o6) Member of public,
(Oxford, Hamilton Td)

Do you live within the CPZ ? **Yes**

Capel Close – Object	Oakthorpe Road –
Hamilton Road – Object	Rogers Street –
Hernes Crescent – Object	Squitchey Lane –
Hernes Road – Object	Summerfield Road –
Lonsdale Road – Object	Thornclyffe Road –
Mayfield Road – Object	

What are you trying to achieve?

I particularly object to the planned installation of more electric bike and electric scooter bays, especially on the road. There is no need for any additional electric scooters or bikes in Summertown, they are danger to the people that ride them (often more than 1 on a scooter) and the bikes are ridden very fast without helmets, but even more the risks for other road users, as the users of these rarely follow the Highway Code.

They are frequently abandoned, not within the bays, causing dangerous hazards to other road and pavement users. If you are suggesting bays being in the roads this is going to cause significant risks for the road users.

Presumably the council will be responsible for any damage to cars caused by these scooters and bikes which have been parked inappropriately, abandoned or fallen over on these narrow residential roads given it is their idea to install them, and from experience of other sites they are never parked properly.

I have no idea who these e-scooters and bikes are aimed at as the residents in the locations of the new bays you are suggesting do not match the demographics of those who might possibly contemplate using them and they will just be a significant hazard to other road users.

I have never had an issue finding somewhere to leave my bike in Summertown, therefore no additional bike parking (at the detriment of car parking spaces is required).

If you want to spend money installing more bike racks they are desperately needed in the town centre where it can be impossible to find a space (or more bike parking at the hospitals).

Alternatively spend the money on resurfacing or fixing the potholes on this residential roads properly so those who already cycle do not risk coming off their bikes, or damaging car wheels.

Plus the double yellow lines need repainting to stop cars parking where they are not supposed to. Please just fix the actual issues rather than coming up with new ideas for something that nobody wants.

(o7) Local resident,
(Oxford, Harpes Road)

Do you live within the CPZ ? **No**

Capel Close – Support	Oakthorpe Road – Support
Hamilton Road – Support	Rogers Street – Support
Hernes Crescent – Support	Squitchey Lane – Support
Hernes Road – Support	Summerfield Road – Support
Lonsdale Road – Support	Thornccliffe Road – Support
Mayfield Road – Support	

I support the availability of parking for residents of the roads, and for access for delivery vehicles. Other users, who park on these roads during the working day should be encouraged to use the Park and Ride locations at the end of the Banbury Road and the Woodstock Road.

Do you live within the CPZ? **Yes**

Capel Close –	Oakthorpe Road –
Hamilton Road – Object	Rogers Street – Support
Hernes Crescent – Object	Squitchey Lane – Support
Hernes Road – Object	Summerfield Road – Support
Lonsdale Road – Partially support/concerns	Thornclyffe Road –
Mayfield Road – Object	

(o8) Local resident,
(Oxford, Hernes Crescent)

I live in Hernes Crescent and have access to my property from Hernes Road. Most of my travel is by bike and I have frequently observed cars cutting across the Hernes Crescent/Road junction, often coming on to the wrong side of the road as they do so, putting myself and my children in danger. Any change which results in removing double yellow lines outside Number 5 Hernes Crescent and replacing it with parked cars will increase the risk to cyclists and pedestrians in this area. Please spend some time observing the area before considering this change.

The introduction of coaches adjacent to Ritchie Court and the reduction of permit holder parking will introduce hardship for some of the elderly residents and visitors as they may be required to seek alternative parking further away which may not be tenable for them particularly if parking provision is also removed from Hernes Rd.

Coaches and buses stopping on Banbury Rd is a significant danger, I suggest that both Capel Close and Summerhill Rd may be more suitable locations than Hernes Crescent for coach parking as they are quieter roads, are closer to D'Overbroeck's School which is the origin of the issue and will not require school children to cross Banbury Road. The safety of elderly residents and for cyclists will be preserved versus the current proposed changes to Hernes Crescent.

	<p>With respect to the other proposed changes, I find them broadly neutral except we should not be introducing parking of any kind close to junctions - the area is full of cyclists and the visibility is already poor when coming on to or coming off from Banbury Rd. Introducing bike parking at the end of roads will reduce the safety margins. For example, my daughter skidded and fell off her bike on the way to school as she turned into Victoria Rd, landing in front of a car. Fortunately the car was able to avoid her; we need double yellow lines close to junctions.</p>												
<p>(o9) Local resident, (Oxford, Hernes Road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 501 2040 871"> <tr> <td>Capel Close – Support</td> <td>Oakthorpe Road – Support</td> </tr> <tr> <td>Hamilton Road – Support</td> <td>Rogers Street – Support</td> </tr> <tr> <td>Hernes Crescent – Support</td> <td>Squitchey Lane – Support</td> </tr> <tr> <td>Hernes Road – Partially support/concerns</td> <td>Summerfield Road – Support</td> </tr> <tr> <td>Lonsdale Road – Support</td> <td>Thornclyffe Road – Support</td> </tr> <tr> <td>Mayfield Road – Support</td> <td></td> </tr> </table> <p>I am worried that coaches will wait in these side roads with engines running. This is bad for our health, as residents.</p> <p>In the proposed new coach parking bay at the end of Hernes Road, an engine left running will be bad for the health of the sixth-formers living in the d'OverBroeks residence on the corner of Banbury Road.</p> <p>I hope the school will be vigilant and prompt with the coach drivers they use.</p> <p>Same goes for parents waiting in their own cars to pick up their children, with engines running.</p>	Capel Close – Support	Oakthorpe Road – Support	Hamilton Road – Support	Rogers Street – Support	Hernes Crescent – Support	Squitchey Lane – Support	Hernes Road – Partially support/concerns	Summerfield Road – Support	Lonsdale Road – Support	Thornclyffe Road – Support	Mayfield Road – Support	
Capel Close – Support	Oakthorpe Road – Support												
Hamilton Road – Support	Rogers Street – Support												
Hernes Crescent – Support	Squitchey Lane – Support												
Hernes Road – Partially support/concerns	Summerfield Road – Support												
Lonsdale Road – Support	Thornclyffe Road – Support												
Mayfield Road – Support													
<p>(o10) Local resident, (Oxford, Lonsdale)</p>	<p>Do you live within the CPZ ? Yes</p>												

	<table border="1"> <tr> <td>Capel Close – Support</td> <td>Oakthorpe Road – Support</td> </tr> <tr> <td>Hamilton Road – Support</td> <td>Rogers Street – Support</td> </tr> <tr> <td>Hernes Crescent – Support</td> <td>Squitchey Lane – Support</td> </tr> <tr> <td>Hernes Road – Support</td> <td>Summerfield Road – Support</td> </tr> <tr> <td>Lonsdale Road – Support</td> <td>Thornccliffe Road – Support</td> </tr> <tr> <td>Mayfield Road – Support</td> <td></td> </tr> </table>	Capel Close – Support	Oakthorpe Road – Support	Hamilton Road – Support	Rogers Street – Support	Hernes Crescent – Support	Squitchey Lane – Support	Hernes Road – Support	Summerfield Road – Support	Lonsdale Road – Support	Thornccliffe Road – Support	Mayfield Road – Support		
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Hernes Road – Support	Summerfield Road – Support													
Lonsdale Road – Support	Thornccliffe Road – Support													
Mayfield Road – Support														
(o11) Local resident, (Oxford, Oakthorpe road)	<p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr> <td>Capel Close – Support</td> <td>Oakthorpe Road – Partially support/concerns</td> </tr> <tr> <td>Hamilton Road – Support</td> <td>Rogers Street – Support</td> </tr> <tr> <td>Hernes Crescent – Support</td> <td>Squitchey Lane – Support</td> </tr> <tr> <td>Hernes Road – Support</td> <td>Summerfield Road – Support</td> </tr> <tr> <td>Lonsdale Road – Support</td> <td>Thornccliffe Road – Support</td> </tr> <tr> <td>Mayfield Road – Support</td> <td></td> </tr> </table> <p>As the disabled person who lived at 39 Oakthorpe Has passed away please could this disabled space be cancelled and replaced by a parking space</p>		Capel Close – Support	Oakthorpe Road – Partially support/concerns	Hamilton Road – Support	Rogers Street – Support	Hernes Crescent – Support	Squitchey Lane – Support	Hernes Road – Support	Summerfield Road – Support	Lonsdale Road – Support	Thornccliffe Road – Support	Mayfield Road – Support	
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Hernes Road – Support	Summerfield Road – Support													
Lonsdale Road – Support	Thornccliffe Road – Support													
Mayfield Road – Support														
(o12) Local resident, (Oxford, Oakthorpe Road)	Do you live within the CPZ ? Yes													

	Capel Close –	Oakthorpe Road – Support
	Hamilton Road –	Rogers Street –
	Hernes Crescent – Support	Squitchey Lane –
	Hernes Road – Support	Summerfield Road –
	Lonsdale Road – Support	Thornccliffe Road –
	Mayfield Road –	
	The Oakthorpe Road proposal is surely incorrect. Extension of 5 m should surely be east	
(o13) Local resident, (Oxford, Oakthorpe Road)	Do you live within the CPZ ? Yes	
	Capel Close –	Oakthorpe Road – Partially support/concerns
	Hamilton Road –	Rogers Street –
	Hernes Crescent –	Squitchey Lane –
	Hernes Road –	Summerfield Road –
	Lonsdale Road –	Thornccliffe Road –
	Mayfield Road –	
	I support the proposed plan for Oakthorpe Road, but, I would also like to propose another change of use in the residents parking bay outside 41 Oakthorpe Road which has a disability bay which was previously used by the disabled resident. He does not live there anymore and the bay rarely gets any car parked there as it is not strategically place for access to the shops. Might it be useful for disabled visitors to have an extra space in Oakthorpe road closer to the shops and this one removed.	

(o14) Local resident, (Oxford, Rogers Street)	Do you live within the CPZ ? Yes	
	Capel Close – Support	Oakthorpe Road – Support
	Hamilton Road – Support	Rogers Street – Partially support/concerns
	Hernes Crescent – Support	Squitchey Lane – Support
	Hernes Road – Support	Summerfield Road – Support
	Lonsdale Road – Support	Thornccliffe Road – Support
	Mayfield Road – Support	
	<p>Very pleased to see that residents parking is coming to Rogers Street. Most of the houses in the street have no off street parking. Please amend the proposal to provide Residents Parking only instead of shared parking with a three hour limit for non-residents. Also please please make Rogers Street into a One-Way street with traffic travelling from Middle Way towards Banbury Road. Both South Parade and Grove Street are One-Way, with traffic travelling from Banbury Road to Middle Way. It would seem sensible to complete the trio of streets by making Rogers Street One-Way from Middle Way to Banbury Road.</p>	
(o15) Local resident, (Oxford, Rogers Street)	Do you live within the CPZ ? Yes	
	Capel Close – Support	Oakthorpe Road – Support
	Hamilton Road – Support	Rogers Street – Object
	Hernes Crescent – Support	Squitchey Lane – Support
	Hernes Road – Support	Summerfield Road – Support
	Lonsdale Road – Support	Thornccliffe Road – Support

	<table border="1"> <tr> <td data-bbox="577 204 1323 252">Mayfield Road – Support</td> <td data-bbox="1323 193 2040 252"></td> </tr> </table>	Mayfield Road – Support	
Mayfield Road – Support			
	<p>Rogers Street North side There can be NO parking space adjacent to No 6 & No 7 - as cars coming out of the adjacent off-street parking turning Lt need space to turn onto Rogers street and will be unable to do so if North side parking is extended in front of houses 6 & 7.</p>		
<p>(o16) Local Cllr, (Oxford, St Aldates)</p>	<p>Do you live within the CPZ ? No</p>		
	<table border="1"> <tr> <td data-bbox="577 571 1323 624">Capel Close – Support</td> <td data-bbox="1323 560 2040 624">Oakthorpe Road – Object</td> </tr> </table>	Capel Close – Support	Oakthorpe Road – Object
	Capel Close – Support	Oakthorpe Road – Object	
	<table border="1"> <tr> <td data-bbox="577 635 1323 687">Hamilton Road – Partially support/concerns</td> <td data-bbox="1323 624 2040 687">Rogers Street – Object</td> </tr> </table>	Hamilton Road – Partially support/concerns	Rogers Street – Object
	Hamilton Road – Partially support/concerns	Rogers Street – Object	
	<table border="1"> <tr> <td data-bbox="577 699 1323 751">Hernes Crescent – Support</td> <td data-bbox="1323 687 2040 751">Squitchey Lane – Support</td> </tr> </table>	Hernes Crescent – Support	Squitchey Lane – Support
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	<table border="1"> <tr> <td data-bbox="577 762 1323 815">Hernes Road – Support</td> <td data-bbox="1323 751 2040 815">Summerfield Road – Partially support/concerns</td> </tr> </table>	Hernes Road – Support	Summerfield Road – Partially support/concerns
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<table border="1"> <tr> <td data-bbox="577 826 1323 879">Lonsdale Road – Support</td> <td data-bbox="1323 815 2040 879">Thorncliffe Road – Support</td> </tr> </table>	Lonsdale Road – Support	Thorncliffe Road – Support	
Lonsdale Road – Support	Thorncliffe Road – Support		
<table border="1"> <tr> <td data-bbox="577 890 1323 938">Mayfield Road – Support</td> <td data-bbox="1323 879 2040 938"></td> </tr> </table>	Mayfield Road – Support		
Mayfield Road – Support			
<p>Capel Close: I support residents proposals of putting in an additional 5m cycle parking bays at the northern end of the 30 metre car parking bay. This provides cycle parking for visitors to the street.</p> <p>Hamilton Rd: Residents have suggested to me that while they welcome on-carriageway micromobility parking , it may be more useful to move this closer to the shops on Banbury Rd, at the west end of the parking bays.</p> <p>Hernes Crescent: This is a good solution, however there are local concerns this will lead to tourist coaches also using the spaces.</p> <p>Lonsdale Rd: Residents have shared the view that the micromobility parking and cycle parking are swapped.</p>			

	<p>Mayfield Rd: This spot was identified for extra bike parking during an audit by the local councillor and community groups about 4.5 years ago so it is excellent to see this in the proposals.</p> <p>Oakthorpe Rd: This proposal increases parking and goes against the administrations own policy. It would be useful to have on street bike parking for visitors and residents on Oakthorpe road as this is not currently provided for.</p> <p>Rogers street: This proposal is counter the administration's own policy. Your proposal for a new car parking space goes against your own policy. Instead please add cycle parking bays rather than an extra car parking bay and also add a micromobility hub as it will address the needs of those people living in the area without any space to store their bikes outside their house.</p> <p>Squitchey Lane: Please add bike parking on the highway here as there is no visitor parking for bikes.</p> <p>Summerfield Rd: Local stakeholder feedback has revealed concerns with the parking space nearest the corner of summerfield and mayfield road, which causes conflicts with the delivery lorries servicing the local shops. This space needs to be removed as the parked cars here have often been damaged by the delivery lorries and also the nearby curb has been damaged too.</p> <p>Thorncliffe road: I have received resident feedback on the need for on highway cycle parking for both residents and visitors. One ideas is to extend the proposed shortended car parking space westwards from the single car parking space to provide cycle parking spaces. This will serve not only residents but carers and others visiting the street by bike. Furthermore there is a lack of on highway bike parking on this street .</p>								
(o17) Local resident, (Oxford, Stone Meadow)	<p>Do you live within the CPZ ? Yes</p> <table border="1" data-bbox="577 1110 2040 1345"> <tr> <td>Capel Close – Object</td> <td>Oakthorpe Road – Object</td> </tr> <tr> <td>Hamilton Road – Object</td> <td>Rogers Street – Object</td> </tr> <tr> <td>Hernes Crescent – Object</td> <td>Squitchey Lane – Object</td> </tr> <tr> <td>Hernes Road – Object</td> <td>Summerfield Road – Object</td> </tr> </table>	Capel Close – Object	Oakthorpe Road – Object	Hamilton Road – Object	Rogers Street – Object	Hernes Crescent – Object	Squitchey Lane – Object	Hernes Road – Object	Summerfield Road – Object
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Hernes Road – Object	Summerfield Road – Object								

	Lonsdale Road – Object	Thorncliffe Road – Object
	Mayfield Road – Object	
(o18) Local resident, (Oxford, Stratfield Rd)	Do you live within the CPZ ? Yes	
	Capel Close –	Oakthorpe Road – Object
	Hamilton Road –	Rogers Street – Object
	Hernes Crescent –	Squitchey Lane –
	Hernes Road –	Summerfield Road –
	Lonsdale Road –	Thorncliffe Road – Object
	Mayfield Road –	
(o19) Local resident, (Oxford, Stratfield Road)	Do you live within the CPZ ? Yes	
	Capel Close – Object	Oakthorpe Road – Object
	Hamilton Road –	Rogers Street – Object
	Hernes Crescent –	Squitchey Lane – Object
	Hernes Road –	Summerfield Road –

Cars need to park, let them.

It will reduce the number of parking spaces which will make parking for residents even more difficult

	Lonsdale Road –	Thorncliffe Road – Object
	Mayfield Road –	
	<p>Speaking from my experience of having lived in Stratfield Road for the last 10 years: the amount of parking available to Residents, and their visitors, has been gradually reduced over the last 2 years, bit by bit: off peak parking on the North side of South Parade has removed, cycle racks have been added in South Parade. The ones outside the North Wall, not much used, could have been put closer to the entrance - replacing yellow lined areas, and the racks close to the wine shop could have been put off road, outside the Library (opposite). Residents can now get home, late at night, from a legitimate use of their car, and spend 15 minutes trying to find somewhere to park. WE CANNOT AFFORD TO LOSE ANY MORE RESIDENTS' PARKING SPACES.</p>	
(o20) Local resident, (Oxford, Stratfield Road)	Do you live within the CPZ ? Yes	
	Capel Close – Object	Oakthorpe Road – Object
	Hamilton Road – Object	Rogers Street – Object
	Hernes Crescent – Object	Squitchey Lane – Object
	Hernes Road – Object	Summerfield Road – Object
	Lonsdale Road – Object	Thorncliffe Road – Object
	Mayfield Road – Object	
	<p>Finding a parking space is already difficult enough,let alone when visitors come.Having to roam around and park some distance away. Any further restrictions will only exacerbate the situation,let alone the affect on our house price.</p>	
(o21) Local resident, (Oxford, Summerhill)	Do you live within the CPZ ? Yes	

	<table border="1"> <tr> <td>Capel Close – Object</td> <td>Oakthorpe Road –</td> </tr> <tr> <td>Hamilton Road –</td> <td>Rogers Street –</td> </tr> <tr> <td>Hernes Crescent – Support</td> <td>Squitchey Lane –</td> </tr> <tr> <td>Hernes Road – Support</td> <td>Summerfield Road –</td> </tr> <tr> <td>Lonsdale Road –</td> <td>Thornccliffe Road –</td> </tr> <tr> <td>Mayfield Road –</td> <td></td> </tr> </table>	Capel Close – Object	Oakthorpe Road –	Hamilton Road –	Rogers Street –	Hernes Crescent – Support	Squitchey Lane –	Hernes Road – Support	Summerfield Road –	Lonsdale Road –	Thornccliffe Road –	Mayfield Road –		
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Hernes Crescent – Support	Squitchey Lane –													
Hernes Road – Support	Summerfield Road –													
Lonsdale Road –	Thornccliffe Road –													
Mayfield Road –														
(o22) Local resident, (Oxford, Summerhill Rd)	<p>Capel Close</p> <p>When permission was granted for conversion of 333 Banbury Road to Doverbroeck's School, the planning report stated that as the development is located within a predominantly residential area, it is important that it sits comfortably with its neighbours and does not become a source of nuisance. That is still the case.</p> <p>Objection to the conversion of a permit holder bay on Capel Close to cycle parking.</p> <p>There is no need to convert a permit holder bay to cycle parking. Doverbroeck's School has cycle facilities on site which are rarely used to capacity and plenty of space to provide additional ones if needed within its grounds. The School does not need to take up a local permit bay for cycle use. There is no other need for on road cycle facilities in this area. Local residents have plenty of space to park cycles on their properties.</p> <p>Objection to the conversion of two sections of permit holder bays to shared use on Capel Close (permit holders or max stay 1hr) The planning report also stated that all servicing for the development shall only take place utilising the dedicated parking spaces for the purpose accessed off Banbury Road. This remains the case and the bays should be retained for permit holder use and not be available for servicing or coach access in order to avoid creating a nuisance for residents in the area.</p> <table border="1"> <tr> <td colspan="2">Do you live within the CPZ ? Yes</td> </tr> <tr> <td>Capel Close –</td> <td>Oakthorpe Road –</td> </tr> </table>		Do you live within the CPZ ? Yes		Capel Close –	Oakthorpe Road –								
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Lonsdale Road –														
Mayfield Road –														
Rogers Street –														
Squitchey Lane –														
Summerfield Road –														
Thornccliffe Road –														
<p>It is difficult to envisage the impact these changes will have. If implimented there should be a trial period to review impact.</p>														
<p>(o23) Local resident, (Oxford, Summerhill Road)</p>	<p>Do you live within the CPZ ? Yes</p> <table border="1"> <tr><td>Capel Close –</td><td>Oakthorpe Road –</td></tr> <tr><td>Hamilton Road –</td><td>Rogers Street –</td></tr> <tr><td>Hernes Crescent –</td><td>Squitchey Lane –</td></tr> <tr><td>Hernes Road –</td><td>Summerfield Road –</td></tr> <tr><td>Lonsdale Road –</td><td>Thornccliffe Road –</td></tr> <tr><td>Mayfield Road –</td><td></td></tr> </table> <p>I am writing to object to the poor communication from the Council in respect of this consultation. I only heard about it from a friend one day before the submission date (after he came across the consultation and deadline by chance). Given the contentious nature of these local decisions, it is obvious that the Council should be notifying residents by post or email in order to understand fully local views. (The reason I haven't responded to the consultation in a considered way, is that I have not had the time or opportunity to look at the plans.)</p>		Capel Close –	Oakthorpe Road –	Hamilton Road –	Rogers Street –	Hernes Crescent –	Squitchey Lane –	Hernes Road –	Summerfield Road –	Lonsdale Road –	Thornccliffe Road –	Mayfield Road –	
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Hernes Crescent –	Squitchey Lane –													
Hernes Road –	Summerfield Road –													
Lonsdale Road –	Thornccliffe Road –													
Mayfield Road –														

(o24) Local resident,
(Oxford, Thorncliffe Road)

Do you live within the CPZ ? **Yes**

Capel Close –	Oakthorpe Road –
Hamilton Road –	Rogers Street –
Hernes Crescent –	Squitchey Lane –
Hernes Road –	Summerfield Road –
Lonsdale Road –	Thorncliffe Road – Object
Mayfield Road –	

I object to the proposal to reduce parking on Thorncliffe Road (North side) adjacent to Nos. 46 & 48 by 2 metres. The Statement of Reasons provides no explanation for why this change is needed on Thorncliffe Road. Unlike other proposals in the package, such as the coach bays that address identified safety issues with buses obstructing cycle lanes, the Thorncliffe Road change appears arbitrary and unjustified.

The current space accommodates two small cars, which is valuable in a street already under parking pressure. Reducing it by 2 metres will likely only fit one vehicle, effectively removing a parking space. This directly contradicts the review's stated aim to "ensure adequate parking provision for residents."

There is no safety issue, visibility problem, or traffic flow concern that this addresses. Thorncliffe Road is a quiet residential street where this change will not improve anything. The existing arrangement works well and creates no problems.

This appears to be a compensatory adjustment to offset parking added elsewhere, exactly the "piecemeal" approach the Statement of Reasons acknowledges as problematic and claims the review was meant to move away from. The change will reduce parking capacity without any demonstrated benefit to road safety, traffic flow, or the objectives of the CPZ review.

I request that the Council withdraw this proposal and retain the existing parking space in its current configuration.

(o25) Local resident, (Oxford, Thorncliffe Road)	Do you live within the CPZ ? Yes	
	Capel Close –	Oakthorpe Road – Object
	Hamilton Road –	Rogers Street –
	Hernes Crescent –	Squitchey Lane –
	Hernes Road –	Summerfield Road –
	Lonsdale Road –	Thorncliffe Road – Object
	Mayfield Road –	
	The street doesn't have many parking spaces. Reducing the spaces won't help. At the moment we can park two small cars or combination of a car an a motor bike	