



"Summertown CPZ amendments" - consultation response by Oxfordshire Liveable Streets and Cyclox, February 2026

We are not going to go over all the concerns and policy issues raised in our responses to the Headington Central and East Oxford schemes, but make four comments and suggestions.

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".

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".

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 DYs - 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.

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.

Some comments on the specific schemes follow.

Hernes Crescent

SUPPORT

It is important to have coach parking allocated in suitable locations to prevent ad hoc coach parking obstructing footways or cycle lanes, blocking motor traffic, or dangerously obstructing visibility.

Lonsdale Rd

SUPPORT

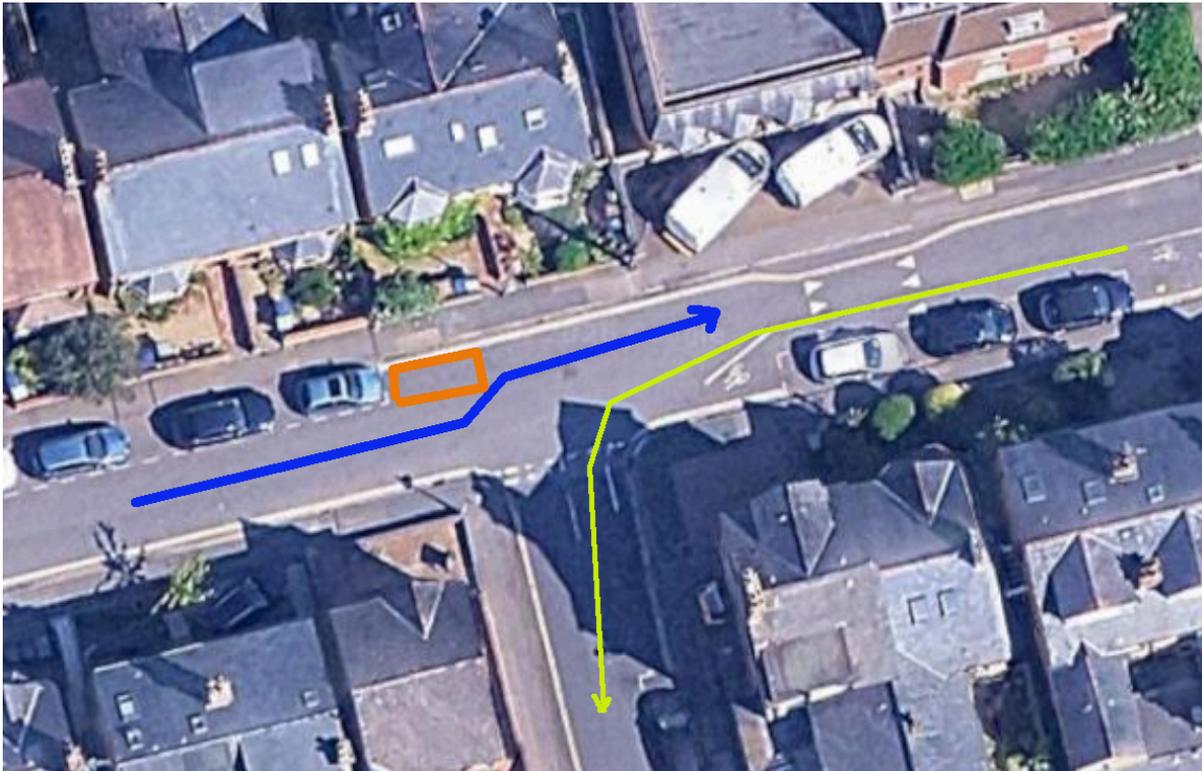
This is a useful location for both cycle and micromobility parking.

A small suggestion is that it might be better to have the micromobility parking at the western end, closest to Banbury Rd - that is to swap the cycle and micromobility bays. Overflow micromobility parking might sprawl along the DYs, but that would not be a hazard here.

Oakthorpe Rd

OBJECT

While Oakthorpe Rd is one-way for motor traffic, contraflow cycling is allowed to the east of the proposed parking bay. So this junction involves interactions between people cycling west turning left into Oakthorpe Place (thin yellow arrow in the diagram below) and drivers coming east along Oakthorpe Rd (thicker blue arrow). Adding a car parking bay as marked in orange would restrict the ability of drivers to move left to keep well clear of people cycling.



Some of this space could be safely used as a cycle parking bay, noting that there is no visitor cycle parking either for the dentist and carpet shop immediately opposite or for any of the houses on Oakthorpe Rd.

Mayfield Rd

SUPPORT

More cycle parking near the Summertown shops would be useful.

DYL are easier to enforce than SYL and it is good to minimise car movements into Summerfields Rd and out of Mayfield Rd, as those create hazards at the junctions

with Banbury Rd and crossing the pedestrian space.

Hamilton Rd

SUPPORT WITH CONCERNS

The provision of more on-carriageway micromobility parking is welcome. This would, however, be more useful if it were closer to the shops on Banbury Rd, so we suggest that the 7m for micromobility be reallocated from car parking further west, closer to Banbury Rd.

Squitchey Lane

OBJECT

If the goal of adding short-stay parking is to provide for visitors to residences, why are we not providing for visitors who cycle? Please make at least 5 metres of this into cycle parking.

Rogers St

OBJECT

The westernmost 5m of the proposed 30m to be repurposed needs to be kept clear to ensure visibility of vehicles exiting the garages.

We oppose the addition of more car parking on policy grounds. We suggest adding two 5m cycle parking bays, noting the large number of terrace houses that open directly onto the footway and have no options for off-street cycle parking, and the lack of any provision for visitor cycle parking. (There is cycle parking in the flats, but that appears to be private, not public.) There is also room for a micromobility bay, to serve people living on Rogers St or nearby.

Summerfield Rd

CONCERNS

This appears to be the M&S "Collect by Car" bay. Have M&S requested this change, or been consulted on it? One hour bays seem likely to be used for general shopping, potentially blocking people picking up items.

Capel Close

SUPPORT

We suggest, however, putting in two 5m cycle parking bays, one as shown and one at the northern end of the 30 metre car parking bay.

Thornccliffe Rd

SUPPORT WITH ALTERNATIVE

We assume this is to make it clearer that this parking bay is for one vehicle, not two, and to help ensure clear visibility between vehicles (including cycles) coming out of Oakthorpe Place and going along Thornccliffe Rd. However an even better way to stop cars parking like the white car in the photo below would be to put in cycle parking, so we suggest the 2m taken from the car parking bay be augmented with 3m taken from DYL to provide for a 5m cycle parking bay.

